OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at *very moderate rates*.

'CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(*Hongkong Wa Tze Yat Po.*)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February 1845.

No. 10,458. 英一千八百九十六年八月廿八號 HONGKONG, FRIDAY, AUGUST 28, 1896. 丙申年七月十二日 PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 159 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.
PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Bateliere*.
NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.
CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....4 %
For 6 Months,.....3½ %
For 3 Months,.....2½ %

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, May 5, 1896. 226

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.
Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
A. MCCONACHIE, Esq.—*Chairman.*
SIR C. MICHAELSEN, Esq.—*Deputy Chairman*
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3 " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.
Hongkong, August 15, 1896. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.
Hongkong, August 1, 1896. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLLERFORT, Esq.
CHAN KIE BEAR, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. E. PLATFAIR.
Interest for 12 months Fixed 5 %.
Hongkong, October 23, 1894. 1771

IEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April , 1895. 498

Business Notices.

MUSICAL DEPARTMENT.

LANE, CRAWFORD & Co.'s

New Musical Show-Room has been opened with a

NEW STOCK OF PIANOS, MUSIC AND MUSICAL INSTRUMENTS.

An Ebonised and Silver Semi-Grand, by Dorner $1,250
Do. Do. Do. Do. 1,000
An Ebonised Semi-Grand, by Collard 1,000
Cottage Pianos from ..... $225 to $750
Monthly payments accepted from $15.00

WASHBURN BANJOS, at ... ...$50 to $70
WASHBURN GUITARS, at $60
WASHBURN MANDOLINES, at $50
The FINEST INSTRUMENTS of the Day.

MANDOLINES kept in Stock from $10 upwards.
A Fine Stock of GENUINE ITALIAN MANDOLINES will arrive next Mail
SEE OUR OBOES from $50 to $200.
Note.—Low-priced as well as High-priced Goods kept in Stock.
D'ALBERT MODEL CLARINETS, at 30 and 60 dollars, and COURTOIS CORNETS, at 30 to 60 dollars. Satisfaction guaranteed.—Correct Scales, latest improvements.

We are offering STOCK SOILED and SECOND-HAND INSTRUMENTS at remarkably LOW PRICES.
Soiled and Surplus Music at Ten Cents per Copy. 1625

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent: ... ... THOS. SKINNER.
DODWELL, CARLILL & Co.,
1281 *General Agents.*

W. BREWER & Co.
JUST LANDED.
NEW STOCK—BOOTS and SHOES.
TOURISTS' WRITING POCKET BOOKS, ALBUMS.
CARD CASES, &c.
TENNIS POLES and NETS.
TENNIS RACQUETS.
TENNIS BALLS.
TENNIS SHOES.
CRICKET—BATS, BALLS, STUMPS, GLOVES, &c.
NAVY CUT TOBACCO.
ENCHANTRESS EGYPTIAN CIGARETTES. 1728

FRESH DAIRY BUTTER
WHOLESALE AND RETAIL.
THE PRODUCT OF THE PRINCE OF WALES DAIRY COMPANY, BOMBAY, INDIA.
A NEW CONSIGNMENT.
—2 lb tins, $1.20; 1 lb tins, 60 Cents; ½ lb tins, 20 Cents.
HONGKONG BUTCHERY,
1323 J. TATAM, *Proprietor.*

GREEN ISLAND CEMENT CO., Ltd.
FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
CEMENT FACTORY, GREEN ISLAND, MACAO.
PORTLAND CEMENT,
GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.
For Prices and further particulars, apply to
Feb. 1, 1896. SHEWAN, TOMES & Co., *General Managers.*

TRADE MARK. ESTD. 1864. *Telephone 75.*
"EXTRA SPECIAL FINEST LIQUEUR."
A Fine Malt Whisky thoroughly matured, has the largest sale and is the most popular brand of Scotch Whisky in the Far East.
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.
15, QUEEN'S ROAD. 1718

REPORT OF THE ACADEMIE DE MEDECINE OF FRANCE.
Apollinaris
"THE QUEEN OF TABLE WATERS."
"The results of the recent investigations in Paris and the report of the Académie de Médecine of France have placed Apollinaris Water at the *head* of *all* the waters examined for *purity* and *freedom* from Disease Germs."
SOLE AGENTS.
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for:
Snowdon, Sons & Co. 'Snowdrift' Manufactures. | *Geipels Pat. Improved Steam Traps.*
Sphinctor Grip Armoured Hose. | *Turton Bros. & Mathews, Steel File & Spring Manufacturers.*
The New Wire Wove Roofing Co.
The Aluminium & General Foundry Co.

BELL'S ASBESTOS AQUOL PAINT.
FIRE RESISTING, WASHABLE AND NON-POISONOUS.
TRADE MARK. BELL'S ASBESTOS.
BELL'S BELTING SYRUP will preserve LEATHER, HAIR and COTTON BELTS and HOSE, &c., and will increase gripping power, also restore old Belts to suppleness.
740 W. JACKSON, *Manager.*

DICK'S (LATE HANNAY'S)
PATENT COMPOSITION.
UNSURPASSED as an ANTI-FOULING & ANTI-CORROSIVE COMPOSITION for Ship's Bottoms.
In one year—The Ocean S. S. Co., Liverpool, coated 36,157 tons; The Cunard S. S. Co. coated 96,293 tons; McGregor, Gow & Co. coated 21,125 tons.
In use also by THE EMPRESS LINE.
1610 HARRY WICKING, *Sole Agent in Hongkong.*

THE
HONGKONG HOTEL.
Most Central.
Most Convenient.
Most Comfortable.
1232

W. POWELL & Co.
CRINKLED PAPER
IN ALL COLOURS.
Hongkong, August 22 1896. 1705

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY
WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
S'HAI, N'SAKI, KOBE & Y'AMA	*Japan*	P. W. CASE	About 4th Sept.
LONDON,	*Formosa*	R. A. PETERS	About 4th Sept.
SHANGHAI	*Rohilla*	F. N. TILLARD	About 6th Sept.
LONDON, &c.	*Rosetta**	F. N. TILLARD	Noon, 10 h Sept.
JAPAN	*Varona*	C. H. S. TOCQUE, R.N.R.	Noon, 11th Sept.
LONDON	*Shanghai*	J. COWIE, R.N.R.	About 16 h Sept.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office, H. A. RITCHIE *Superintendent.*
Hongkong, August 28, 1896 1737

TRADE MARK. MOET & CHANDON'S DRY IMPERIAL CHAMPAGNE.
This Wine combines great vinosity with remarkable delicacy of flavour.
Per Case of 1 doz. Quarts.....$41.00
" 2 " Pints..... 43.00
GANDE, PRICE & Co.,
Wine and Spirit Merchants,
12, Queen's Road Central.
行洋和源 *Hong Name* YUEN WO.
TELEPHONE No. 135. 1655

To Let.

TO LET.

DWELLING HOUSES—
Nos. 2 and 5, RIPON TERRACE.
No. 2, MAGDALEN TERRACE—MAGAZINE GAP.
'TULLABEG' (Bungalow)—MAGAZINE GAP.
GODOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 27, 1896. 233

TO LET.
No. 3, STEWART TERRACE.
Apply to J. W. NOBLE.
Hongkong, June 13, 1896. 1275

TO LET.
No. 4, MORRISON HILL.
Apply to C. C. ANDERSON.
13, Praya Central.
Hongkong, June 6, 1896. 1131

TO LET.
5-ROOMED BUNGALOW 'BHEDA,' BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.
Hongkong, June 8, 1896. 1177

TO LET.
WESTBOURNE VILLA NORTH, BONHAM ROAD.
IDLEWILD, SEYMOUR ROAD.
No. 2, ALBANY, immediately above the PUBLIC GARDENS.
Apply to
LINSTEAD & DAVIS.
Hongkong, July 1, 1896. 1326

WING YUEN & Co.,
DEALERS IN
PLUMBAGO, MICA, AND ASBESTOS.
KIM WING,
General Manager,
No. 30, Praya Central.
Hongkong, May 18, 1896. 1019

Business Notices.

KOPS ALE STILL RUNNING!!!
14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bittered with Hops only.
Sole Agents for Hongkong and the Empire of China,
WATKINS & Co., 66, Queen's Road Central, Hongkong.
WAH KIN TAI YEUK FONG (滑樂大建威) 1315

Notices of Firms.

NOTICE.

I HAVE This Day commenced BUSINESS as a GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, July 20, 1896. 1456

NOTICE.

WE Have This Day OPENED a BRANCH of our Firm in YOKOHAMA for Business in Raw and Waste Silk, etcetera, and have authorised Mr. H. BENT to SIGN per Procuration.
HERBERT DENT & Co.
Canton, 15th August, 1896. 1653

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CANTON*.
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Cargo is landed.
From MADRAS ex s.s. *Venice*:—
VENICE ex s.s. *Clyde*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.
Goods not cleared by the 29th Inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, August 24, 1896. 1712

Insurances.

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to Issue POLICIES against FIRE on the usual terms.
HARRY WICKING,
1421 *Praya Central.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.
Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,750,000.0.0
Paid up Capital.....£687,500.0.0
Fire Funds.....£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 23, 1896. 1475

Intimations.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

THE above INSTITUTION has been REMOVED to
No. 4, Blue Buildings, Wanchai,
(First Floor).
The Rooms are open and ready for the use of Members.
WALTER CANDLER,
Secretary.
Hongkong August 25, 1896. 1719

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS contributed during the Half Year ended 30th June, 1896, on or before the 10TH SEPTEMBER, on which date the ACCOUNTS will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, August 22, 1896. 1724

Intimations.

BELILIOS PUBLIC SCHOOL.

THIS SCHOOL will RE-COMMENCE on TUESDAY, 1st September.
Hongkong, August 27, 1896. 1733

GENERAL DRAPERY.

WANTED—A Reliable ASSISTANT as GENERAL SALESMAN in a Retail Drapery Store. Apply by Letter—stating Experience, &c., &c., to
W. POWELL & Co.,
Hongkong.
Hongkong, August 27, 1896. 1731

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 % per SHARE and BONUS of 4 % per SHARE for the SIX Months ending 30th June, 1896, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 25th August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's OFFICE, No. 14, Praya Central.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, August 24, 1896. 1715

NOTICE.

IT is hereby notified that that Portion of WING LOK STREET leading from the HARBOUR OFFICE Westwards to the PRAYA will be CLOSED to WHEELED TRAFFIC until further Notice.
By Order,
J. H. STEWART LOCKHART,
Colonial Secretary.
COLONIAL SECRETARY'S OFFICE,
Hongkong, 26 h August, 1896. 1720

KELLY & WALSH, LTD.
JUST LANDED.
CIGARETTES—
"SWEET CAPORALS"—Boxes of 100.
"THREE CASTLES"—Boxes of 100 or Tins of 50.
"WILL'S BIRD'S EYE"—Tins of 50.
"CAPSTAN"—Tins of 50.
TOBACCOS—
"PIONEER BRAND"—½ lb Tins.
"PLAYER'S NAVY CUT"—½ lb Tins.
"CAPSTAN"—Mild, Medium or Full Strength, ¼ lb and ½ lb Tins.
"THREE CASTLES"—¼ and ½ lb Tins.
"WILL'S BIRD'S EYE"—¼ and ½ lb Tins.
PAGODA BRAND—½ lb Tins.
KELLY & WALSH, Ltd.,
HONGKONG. 1708

Mitsui Bussan Kaisha,
No. 8, Queen's Road, Central.
HEAD OFFICE:—TOKIO.
BRANCH OFFICES:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
AGENCIES:—
MIIKE COAL MINES.
ONOURA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE Co., LTD.
MEIJI FIRE INSURANCE Co., LTD.
WATERBURY WATCH Co., LTD.
IMPERIAL GOVT PAPER MILL, Japan.
COTTON CLEANING & WKG. Co., Shai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SPING MILL, "
TOKIO COTTON SPINNING MILL, "
HAYASHI CLOCK FACTORY,
Hongkong, July 6, 1896. 1373

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 781

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 2nd September, at Noon, the Company's Steamship *YARRA*, Commandant L. COISPELLIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Ports of Call *without transhipment*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st September. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, August 19, 1896. 1688

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain F. N. TILLARD, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c, on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *SHANNON*, leaving that port on the 3rd OCTOBER, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, *Superintendent,*

P. & O. S. N. Co.'s Office,

Hongkong, August 27, 1896. 1736

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE Short Range CUP and SPOONS will be Competed for TO-MORROW (SATURDAY), over the 200 and 500 yards distances, commencing at 2.45 p.m.; usual conditions.

F. SMYTH, *Hon. Secretary.*

Hongkong, August 26, 1896. 1743

TO LET.

NOS. 2 and 3, STEWART TERRACE —(THE PEAK).

Apply to

J. W. NOBLE.

Hongkong, August 28, 1896. 1742

Mrs. STOCKHAUSEN

(Formerly of Rose & Co. and recently of the Hongkong Trading Co.)

BEGS to inform the LADIES of Hongkong and the Coast Ports that she has taken the Premises

No. 28, QUEEN'S ROAD CENTRAL,

and expects to OPEN on or about the 1ST SEPTEMBER, with an entirely New and Well-Selected Stock of

LADIES' DRAPERY, MILLINERY AND DRESS-MAKING GOODS,

from the Best Houses in LONDON and PARIS, and will be prepared to take Orders in Millinery and Dress-making after the above date.

Hongkong, August 28, 1896. 1738

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS).

(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN).

The Co.'s Steamship *Medusa*, Captain WULLUSCHNIG, will be despatched as above on FRIDAY, the 4th September.

Cargo will not be received on board after 5 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co., *Agents.*

Hongkong, August 28, 1896. 1745

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Pakhoi*, Captain SCOTT, will be despatched as above TO-MORROW, the 29th Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 28, 1896. 1746

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship *Elax*, Captain BAKER, will be despatched as above on the 31st Instant.

For Freight, apply to

ARNHOLD, KARBERG & Co., *Agents.*

Hongkong, August 28, 1896. 1740

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Diomed*, Capt. BARTLETT, will be despatched as above on WEDNESDAY, the 2nd September, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 28, 1896. 1691

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Co.'s Steamship *Memnon*, Captain REESE, will be despatched on THURSDAY, the 3rd September, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 28, 1896. 1747

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship *Frigga*, Capt. F. JAGER, will be despatched for the above Ports on FRIDAY, the 4th September, at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co., *Agents.*

Hongkong, August 28, 1896. 1739

FOR NEW YORK.

The [illegible] *Saint Mark*, DUDLEY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, August 28, 1896. 1741

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma.....	2,549	Sunday..	Sept. 13.
Victoria.....	3,167	Monday..	Sept. 21.
Olympia.....	2,608	Friday...	Oct. 9.
Braemar....	3,601	Wed'day	Oct. 27.
Tacoma......	2,549	Friday...	Nov. 17.

THE Steamship *TACOMA*, Captain WHISTLER, R.N.R., sailing at Daylight, on SUNDAY, the 13th September, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., *General Agents.*

Hongkong, August 28, 1896. 1744

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, *Reprinted from 'The China Mail,'* WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And Mr. W. BREWER'S.

Price, ... 50 Cents.

Vessels Advertised as Loading.

Destination	*Vessels.*	*Agents.*	*Date of Leaving*
Australian Ports.......	Taiyuan (s)............	Butterfield & Swire...	Aug. 31, at 3 p.m.
Baltimore..............	Isaac Reed.............	Arnhold, Karberg & Co.	Quick despatch.
Baltimore..............	Helen Brewer...........	Siemssen & Co..........	Quick despatch.
Bremen & Ports of Cal	Bayern (s).............	Norddeutscher Lloyd.	Sept. 15, at 9 a.m.
Havre, H'bg & London	Flintshire (s)........	Dodwell, Carlill & Co.	About Sept. 18.
Japan..................	Verona (s).............	P. & O. S. N. Co......	Sept. 11, at noon.
London, v. Suez Cana	Glenesk (s)............	Jardine, Matheson & Co	Aug. 29, at 4 p.m.
London, v. Suez Canal	Diomed (s).............	Butterfield & Swire...	Sep. 2, at 4 p.m.
London, v. Suez Cana	Glenfruin (s).........	Jardine, Matheson & Co	September 10.
London, v. Suez Canal	Tantalus (s)..........	Butterfield & Swire...	September 10.
London & Ports of Cal	Rosetta (s)...........	P. & O. S. N. Co......	Sept. 10, at noon.
London and Hamburg	Elax (s)...............	Arnhold, Karberg & Co.	August 31.
London.................	Formosa (s)...........	P. & O. S. N. Co......	About Sept. 4.
London.................	Shanghai (s)..........	P. & O. S. N. Co......	About Sept. 16.
Marseilles, v. Saigon	Yarra (s)..............	Messageries Maritimes	Sept. 2, at noon.
M'lles, Havre & H'bur.	Ellen Rickmers (s)....	Arnhold, Karberg & Co.	August 31.
New York...............	Manuel Flagun.........	Siemssen & Co..........	Quick despatch.
New York...............	Charles E. Moody......	Arnhold, Karberg & Co.	Quick despatch.
New York...............	Paul Revere...........	Carlowitz & Co.........	Quick despatch.
New York...............	Josephus..............	Siemssen & Co..........	Quick despatch.
New York...............	Saint Mark............	Carlowitz & Co.........	Quick despatch.
S. Francisco, v. Japan	China (s)..............	Pacific Mail S. S. Co.	Sept. 3, at noon.
S. Francisco, v. Japan	Belgic (s).............	O. & O. S. S. Co......	Sept. 12, at noon.
Sandakan and Kudat..	Memnon (s)............	Butterfield & Swire...	Sept. 3, at 4 p.m.
Shanghai...............	Pakhoi (s)............	Butterfield & Swire...	Aug. 29, at 3 p.m.
Shanghai...............	Rohilla (s)...........	P. & O. S. N. Co......	About Sept. 6.
Shanghai...............	Java (s)...............	P. & O. S. N. Co......	About Sept. 4.
S'hai, N'ki, K'be & Y'ma	Knight of St. John (s)	Nippon Yusen Kaisha.	Aug. 31, at noon.
S'pore, C'l'bo & B'bay	Frigga (s)............	Siemssen & Co..........	Sept. 4, at noon.
S'pore, Havre & H'burg	Letimbro (s)..........	Carlowitz & Co.........	Sept. 2, at noon.
S'pore, P'nang & B'bay	Haitan (s)............	Douglas Lapraik & Co.	Aug. 30, daylight.
S'tow, Amoy & F'chow	Tacoma (s)............	Nor. P'fic S. & R. Co.	Sept. 13, daylight.
Tacoma (Wash.), &c...	Medusa (s)............	Sander & Co............	September 4.
Trieste, &c............	Empress of India (s)...	Canadian P'fic R. Co.	Sept. 2, at noon.

SHIPPING.

ARRIVALS.

August 27:—

Triumph, German steamer, 674, H. L. L. Möller, Pakhoi August 24, and Hoihow 26, General.—JEBSEN & Co.

August 28:—

Kansu, British str., from Canton.

Zafiro, British steamer, 675, A. W. R. Cobban, Manila August 25, General.—SHEWAN, TOMES & Co.

Ariake Maru, Japanese steamer, 1,885, S. Asai, Kutchinotzu Aug. 22, Coal.—MITSUI BUSSAN KAISHA.

Phra Chom Klao, British steamer, 1,011, James Fowler, Bangkok August 21, Rice.—YUEN FAT HONG.

Knight of St. John, British steamer, 2245, A. F. J. Billett, Moji August 23, General.—NIPPON YUSEN KAISHA.

Utrecht, Dutch steamer, 1,415, B. Pekelaar, Amoy and Swatow Aug. 27, General.—LAUTS, WEGENER & Co.

Peiyang, German str., 953, Th. Lehmann, Chinkiang Aug 24, Wheat & Ground-nuts.—SIEMSSEN & Co.

DEPARTURES.

August 28:—

Strathallan, for Canton.

Vorwaerts, for Singapore.

Brand, for Newcastle, N.S.W.

Ancona, for Nagasaki, &c.

Scottish Isles, for Port Blakeley (P.S.)

Kwang Lee, for Shanghai.

Haimun, for Swatow.

Taisang, for Swatow.

CLEARED.

Esmeralda, for Manila.

Kansu, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Triumph*, from Pakhoi, 25 Chinese.

Per *Zafiro*, from Manila, Mr and Mrs de Caldas and 2 children, Mr S. Dean, Mr, Mrs and Miss Vidal, Mr H. Higginbotham, Mr Blodgett, and 78 Chinese.

Per *Utrecht*, from Amoy, 356 Chinese.

Per *Peiyang*, from Chinkiang, 12 Chinese.

DEPARTED.

Per *Kwang Lee*, for Shanghai, 120 Chinese.

Per *Haimun*, for Swatow, 100 Chinese.

TO DEPART.

Per *Esmeralda*, for Manila, 8 Europeans, and 10 Chinese.

Per *Kansu*, for Shanghai, 1 European.

SHIPPING REPORTS.

The British steamer *Phra Chom Klao* reports: Had moderate to fresh S.W. winds to Cape Padaran; thence to arrival, light winds and fine weather. August 25th, spoke American ship *Manuel Llaguno* of Stockport, lat. 12.57 N., long. 109.47 E., wished to be reported all well.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE.—

Per *Glenesk*, at 3.30 p.m., on Saturday, the 29th August.

Per *Frigga*, at 11.30 a.m., on Friday, the 4th September.

Per *Glenfruin*, at 3.30 p.m., on Thursday, the 10th September.

For BANGKOK.—

Per *Oslo*, at 3.30 p.m., on Saturday, the 29th August.

Per *Loo Sok*, at 9 a.m., on Sunday, the 30th August.

For NAGASAKI, KOBE & YOKOHAMA.

Per *Benvoirlich*, at 4.30 p.m., on Saturday, the 29th August.

For SINGAPORE, BATAVIA, SAMARANG & SOURABAYA.—

Per *Utrecht*, at 4.30 p.m., on Saturday, the 29th August.

For SWATOW, AMOY & FOOCHOW.—

Per *Haitan*, at 5 p.m., on Saturday, the 29th August.

For SWATOW & AMOY.—

Per *Pakshan*, at 5 p.m., on Saturday, the 29th August.

For SINGAPORE, COLOMBO & BOMBAY.—

Per *Knight of St. John*, at 11.30 a.m., on Monday, the 31st August.

For KOBE.—

Per *Guthrie*, at 2.30 p.m., on Monday, the 31st August.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—

Per *Taiyuan*, Registration at 2.00 p.m., Letters at 2.30 p.m., on Monday, the 31st August.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *China* will be despatched on WEDNESDAY, the 2nd September, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

4 P.M. Registry ceases.

5.00 P.M. Post Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage* until the time of departure.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, & VANCOUVER, B.C.—

Per *Empress of India*, Registration at 10 a.m., Letters at 11 a.m., on Wednesday, the 2nd September.

For SINGAPORE PENANG & BOMBAY

Per *Letimbro*, at 11.30 a.m., on Wednesday, the 2nd September.

For KOBE & YOKOHAMA.—

Per *Ariake Maru*, at 5 p.m., on Thursday, the 3rd September.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Yarra* will be despatched on WEDNESDAY, the 2nd September, with Mails for the United Kingdom, Europe, and places beyond, *vid Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Rosetta* will be despatched on THURSDAY, the 10th Sept., with Mails for the United Kingdom, Europe, and countries beyond, *vid Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

Closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, coin, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, Par 30)

REGISTRATION.—Correspondence, can be registered for all Private Ship mails up to five minutes before the time for closing; for the Shanghai, or Yokohama contract mails, up to a quarter of an hour before; for mails for Europe, &c., up to an hour before; American, Canadian, Indian, Northern Pacific and Torres Straits mails, up to half an hour before.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

Letters, parcels, &c., for Kowloon Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid robbery, senders of letters *from* Kowloon are requested to cancel their stamps by writing the word *stamped* across them. Covers containing Bank Notes, &c., should be registered. No Sunday delivery.

Letters, &c., for the Peak will be delivered by the 12 and 6.30 o'clock trams only. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m. or in the letter boxes in the cars till time of departure. With regard to letters from the Peak, Pillar boxes have been placed at Magazine Gap, Victoria Gap, Mount Kellett, Mount Gough, and Plantation Road, which will be cleared at 12.30 and 4 p.m.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CASABLANCA, Brit. barque, Capt. Richard Cantley.—Siemssen & Co.

NORTHBROOK, British barque, Capt. Wm. Lawton.—Government.

PAUL REVERE, American ship, Captain Mullin.—Carlowitz & Co.

STANFIELD, Brit. barque, Capt. Wilson.—Master.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—*Pakhoi* leaves for Shanghai.

4 p.m.—*Glenesk* leaves for London.

Miscellaneous.

2.45 p.m.—Competition of the Hongkong Rifle Association.

Goods per *Canton* not cleared after 4 p.m. subject to rent.

General Memoranda.

MONDAY, August 31:—

Goods per *Bayern* undelivered after this date subject to rent.

TUESDAY, September 15:—

Statement of Business with the Hongkong & Whampoa Dock Co., Ltd., to be sent in before this date.

Exchange.

HONGKONG, August 28, 1896.

On London—	
Bank, Wire, ...	2/1⅝
„ On demand, ...	2/1⅝
„ 30 days' sight, ...	2/1¹¹⁄₁₆
„ 4 months' sight, ...	2/1¾
Credits, 4 „ „	2/2
Documentary, 4 months' sights, ...	2/2⅛
On Paris—	
On demand, ...	2.70
Credits, 4 months' sight, ...	2.74
On Berlin—Demand, ...	2.17
On New York—	
On demand, ...	51⅞
Credits, 60 days' sight, ...	53
On Bombay—	
Wire, ...	182¼
On demand, ...	182¾
On Calcutta—	
Wire, ...	182¼
On demand, ...	182¾
On Shanghai—	
On demand, ...	72⅞
30 days' sight, (private paper) ...	73⅜
Gold Leaf, 100 fine, (per tael)...	$47.60
Sovereigns (Bank's buying rate)	$ 9.18
Silver (per oz.)	30¹¹⁄₁₆d.

Hongkong Tides.

The Tide table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording-machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

29th August to 4th September.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	HIGH WATER. Height.	LOW WATER. Hongkong Mean Time.	LOW WATER. Height.
		h m	ft. in.	h m	ft. in.
Sat.	29	m 11 40	2 8	m 6 9	0 9
		11 49 a	3 11	5 33 a	1 0
Sun.	30	0 18 a	2 0	m 7 12	0 11
				5 20 a	1 3
Mon.	31	m 0 21	4 1	m 9 5	0 11
		1 53 a	1 5	4 48 a	1 5
Tues.	1	m 1 10	4 2	m 11 0	0 7
		No inferior	high-	nor low-	water.
Wed.	2	m 3 14	4 9	0 0 a	0 0
		No inferior	high-	nor low-	water.
Thur.	3	m 3 40	4 6	0 44 a	—0 6
		No inferior	high-	nor low-	water.
Fri.	4	m 5 9	4 11	1 20 a	—0 11
		8 39 a	2 8	11 30 a	2 1

A. S. WATSON & Co., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED. THE HONGKONG DISPENSARY

Hongkong, July 4, 1896. 1357

The publication of this issue commenced at 6.15 p.m.

The China Mail.

HONGKONG, FRIDAY, AUGUST 28 1896.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Mogul, Wennington Hall*, 31st July; *Queen Olga, Idsumi Maru, Dorothea Rickmers*, 4th Aug.; *Glenshiel, Java*, 7th Aug.; *Menelaus*, 11th Aug.; *Caledonien, Malacca, Palamed, Moyune, Ettrickdale, Oak Branch, Radley*, 14th Aug.; *Ceylon*, 21st Aug.; *Sarpedon, Oanfa*, 25th Aug.

HOMEWARD BOUND:—*Dordogne*, 28th July; *Japan*, 31st July; *Breconshire*, 4th Aug.; *Agamemnon, Hankow*, 14th Aug.; *Benlawers, Carmarthenshire, Glenogle, Preussen, Kagoshima Maru*, 18th Aug.; *Achilles, Melbourne, Thekla*, 21st Aug.

Mails.

The M. M. s. s. *Natal*, with the FRENCH MAIL of 31st July, left Singapore on Tuesday, the 25th August, at 4 p.m., and may be expected here on or about Tuesday, the 1st Sept. This Packet brings replies to letters despatched from Hongkong on 24th June.

The N. P. s.s. *Tacoma* arrived at Yokohama on the 18th August.

The s. s. *Mount Lebanon* left Victoria, B.C., on July 30 for Yokohama, via Honolulu.

The *Victoria* sailed from Tacoma to Hongkong on Aug. 15.

The P. M. s. s. *Peru*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on Aug. 17.

The *Empress of Japan* left Vancouver for Hongkong on Aug. 25.

Steamers Expected.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Aug. 24, at 5 p.m.

The D. D. R. s. s. *Irene*, from Hamburg, left Singapore for this port on Aug. 25, and may be expected here on or about 1st Sept.

The P. & O. s. s. *Hydaspes* left Bombay for this port on Aug. 22.

The China Mutual Company's steamer *Keemun*, from Glasgow and Liverpool, passed the Canal on the 10th Aug., and may be considered due at Singapore on or about the 25th Aug.

The China Mutual s. s. *Oanfa*, from Glasgow and Liverpool, passed the Canal on Aug. 24, and may be considered due at Singapore on or about Sept. 10.

Latest Advices.

The O. & O. s.s. *Belgic*, with the AMERICAN MAIL of Aug. 8, leaves Yokohama for Hongkong, via Nagasaki, on Saturday, Aug. 29, at daylight, and may be expected here on or about Saturday, Sept. 5th.

The Austrian Lloyd's s.s. *Medusa* left Kobe for this port on the afternoon of Aug. 28.

ON her last trip down to Sandakan the [illegible] heavy typhoon. The good old ship got through all right under the careful guidance of Capt. Branch.

BY kind permission of Major Retallick and officers, the Band of the Hongkong Regiment will play in the Public Gardens to-morrow afternoon, from 5 to 7 o'clock, weather permitting.

ON the evening of the 26th August P. C. Hoggarth captured a Chinaman driving in a ricksha with the body of a child in a box. The child was afterwards certified to have died from plague. At the Magistracy to-day the Chinaman was fined $15, or in default ordered to go to prison for six weeks.

ON the 14th August, says the *Kobe Chronicle*, a member of the crew of the *Hohenzollern* who recently deserted from the ship, was arrested at Nagasaki on suspicion of being concerned in the recent robbery of specie from the steamer. The suspicion against the man, however, is not very strong.

VESSELS AT THE DOCKS:—At *Kowloon*—Picciola, Honam, Kiang Tung, Pasig, Orient, Empress of India.

Cosmopolitan—Loosok, John Baizley.

Aberdeen—(none).

A CORRESPONDENT writes to us:—A useful and necessary return might be given by the Police as to the increase of crimes of violence properly falling within the cognisance of the Water Police. Are they greatly on the increase, or is such increase only apparent? Much of the blame must be laid to the charge of the mistaken policy of steam pinnaces replacing rowing boats. At the time of this charge much was said about economy. Economy of men and money may be at a great sacrifice of efficiency. The criminal class—and in the boat population this class is unduly large—are aware of every detail of launch routine. In the few cases where they are not kept posted, a smart look-out can detect a police pinnace readily. With the old boats detection was easy, silent, effective. Now a swoop on an offender warns the whole fleet of ostensible fishermen, and a good look-out locating a pinnace at one point can pass the news to his accomplices to rob, &c., elsewhere. It would be well to know, for instance, with regard to the Hung Hom case—where was the police pinnace at that hour? How many pinnaces were actually cruising? When had a pinnace called at or passed the locality of the murder? Was information sent at once, to say Shau Ki Wan (that sweet centre of lawlessness) and other places? In the old days would a boat have been prowling about that particular fishing fleet? Are men placed on Water Police duty when unfitted by illness for shore duty?

LAST week a pearl diver arrived in Hongkong from Tasmania, and during his short stay in the city he has been associating with a number of Manila-men who frequent Pottinger Street. Being flush of money the diver was welcomed as a merry friend, and on the night of the 26th imbibed so freely that he was unable to find the way to his lodgings in Bridges Street. However he got lodgings for the night in the cockloft of a barber's shop in Pottinger Street carried on by a Manila-man. Next morning he counted his money which he had left in the pocket of his jacket which was left hanging on the wall and found it intact. About six o'clock the barber entered the cockloft, and bargained with him to purchase a sovereign for a pendant for his watch chain. After some conversation, the diver agreed to let him have £1 for it. Another man was also sleeping in the cockloft. The barber suggested that the diver ought to have his hair cut, and having wakened up the other man, the barber and the diver went down together, the latter leaving his jacket with the money hanging on the wall. The other man came down about three minutes afterwards while the hair-cutting was going on. On returning to the cockloft he found that all his money had been stolen. He reported the matter to the Police and the barber was arrested. He states he had a gold five-sovereign Jubilee piece and four Australian sovereigns in his pockets. At the Magistracy to-day the case was remanded.

POST, telegraph, and telephone offices in Japan in July yielded a revenue of 785,809 *yen* some five thousand more than in the corresponding month of 1895.

THE Moji Dockyard scheme, planned by the Moji Ironworks, is to be carried out by Mr Tsujimura, chief constructor of the Kure Naval Docks. The Directors of the Company have met in Kobe to determine an inauguration of the work.

HOPES are entertained that the Yokohama Dockyard Company will be able to commence work by the end of this month. The N.Y.K. Iron-works will then be transferred to the new concern, and a valuation is already being made with this end in view.

THE Nagasaki Harbour Improvement Society made its choice of a plan for the work. The principal feature of the plan is to construct a large pier at Dejima and reclaim the sea between the pier and Custom House. The cost is estimated at 2,700,000 yen, of which the Government will be asked to give a million yen.

DOLEFUL tales come from the tin mining centres of the Siamese Malay States. Thousands of coolies are out of employment and it is asserted that this state of affairs will exist until the passing of the New Mining Regulations now before the Legislative Council. Under these Regulations the Royalty is materially decreased and the working of the tin mines made possible.—*Bangkok Times.*

ON the 15th August a Customs officer discovered 23 Winchester rifles and 2,500 cartridges on board the German steamer *Loyal* at Bangkok. The Compradore was suspected, and arrested on the charge of attempting to smuggle in these articles, but was released on a bail of Tcs. 1,000. The case was to have been heard at the German Consular Court, on the 17th August, but as the vessel was on the point of leaving it was adjourned till her return, the bail being continued.—*Bangkok Times.*

THE proposed steamship service of the War Department between Japan and Formosa will be made a weekly service, instead of three times a month, reports a Japanese paper. The steamers are open to carry a few passengers and a certain amount of cargo. They will run between Kobe and Kelung via Moji and Nagasaki and the management of the service will be entrusted to the Nippon Yusen Kaisha. The Government has had under consideration a proposal to subsidise some company to open a steamship service to Formosa and Vladivostock, but the project has been abandoned for the present fiscal year and steamers chartered by the Naval and Military Departments will be used.

A LARGE number of the inhabitants in the vicinity of Unrin, Formosa, whose houses were recently burnt down or who were plundered of their property by the rebels in the recent risings, are now utterly destitute, reports a Japanese paper in another paragraph. Their Majesties the Emperor and Empress have manifested their sympathy with these unfortunate sufferers by presenting a sum of 3,000 yen in aid of their relief. A sum of money will also be voted by the Government for the same purpose, while Ministers of State, the Governor-General of Formosa and other officials have agreed to subscribe money from their own purses in aid of the fund. The Japanese Governor-General's office has granted 50,000 yen for the relief of inhabitants in the vicinity of Unrin, who suffered from the recent rising in Formosa.

A NUMBER of Annamite sailors from the French gunboat *Vipere* were on shore on Saturday night (says the *Bangkok Times* of the 17th August), and seem to have been enjoying themselves in the usual fashion. Unfortunately they got into the company of some vicious characters, and two of their number were rather seriously injured. It appears that several of them were in a spirit shop in the Bangrak district, kept by a compatriot, along with about a dozen naklengs, descendants of British Indian subjects, none of whom are in good repute with the police. All the men were drinking together, and a quarrel arose, according to one account provoked by the naklengs jeering at the Annamites, and according to another due to a drunken sailor striking a Malay. In any case a fight ensued and two of the sailors were wounded and knocked about till they were bleeding profusely. The police are able to identify a number of the assailants one of them being Nai Mat, a notorious character in the district, who is under British protection. Information of the disturbance was conveyed to the gunboat and a party of marines came and took the men on board. The police reported that they were attacked by the marines who arrived while they were in the act of removing the wounded men to the Hospital. On the other hand it is said the French have entered a protest against the police for not interfering to prevent the disturbance. There are frequent complaints about the conduct of these sailors in the streets at night; and it appears the police never interfere with them.

A DAY or two ago we reported the deliberate attempt made by Japanese sailors to murder the chief officer of the N. Y. K. mail steamer *Saikio Maru* on the voyage from Shanghai to Kobe. Details of the affair were gleaned on the arrival of the steamer at Kobe by the *Herald* reporter, who concludes his report as follows :—

A word or two more. Just as our representative was about to leave the steamer, and while talking with Captain Conner a Japanese sailor walked quickly up and, without showing the smallest sign of respect, said, addressing the Captain :—'Sen no' Boatswain kimas. Boatswain omaye teppo uchimasu. Yokohama omaye abunai.' (The former Boatswain is here. The Boatswain is going to shoot you. You be careful while in Yokohama.)

It was hard to believe one's own ears, and a minute or two it was difficult to realize that one was standing on the deck of a mail steamer, that the person addressed was her Commander and the speaker one of his forecastle hands. Such was the case however. The melancholy side of the matter is that insulting conduct on the part of a Japanese seaman or other subordinate has ceased to excite surprise. It seems to be regarded as naturally incident to the day's work. Five minutes later the same man reappeared from the forecastle, whither he had gone upon leaving the Captain, and walked towards the forward gangway, followed by four others. The man was carrying (what certainly appeared to be) a revolver in his left hand —wrapped up in some material. Seeing a policeman approach the gangway at about the same time our representative naturally coupled his visit with that of the insubordinate sailors, but this view proved to be erroneous as they entered different sampans and made for different points. It is worthy of remark that the insubordinate and insolent seamen (the air resounded with their expletives and threats as they left the ship's side) were conveyed to and from the ship in a sampan bearing the N. Y. K. flag.

W. CHEAP Copyright Music, 4 for $1.—Robinson & Co.

THE Japan Sugar Refining Company recently sent a commission to Formosa to make investigations with a view to importing Formosan sugar direct. According to the *Kwansai Shogyo Nippo*, the report of the commission shows that, when the sugar is sent from Takow to Hongkong or Amoy by foreign vessels and shipped to Japan therefrom, it can be brought either to Kobe or Yokohama, at the option of the shippers, and the freight is cheaper, but when the sugar is shipped in Japanese vessels direct to Japan, the goods can be brought to Kobe only, and the freight is much dearer than via Hongkong or Amoy. Under these circumstances, the company has abandoned the scheme of importing Formosan sugar direct. It ought not to be so, however; Japanese ships, with their economical scale of expenses, ought to carry cargoes cheaper than foreign ships; a direct line ought to be cheaper than a roundabout route; and Japanese shipowners ought to keep pace with foreign shipowners at least in facilities of option of Japanese ports. There must be something radically wrong with Japanese shipping. Preferential duties and bounties will not solve the problem; the shipowners themselves must wake up.—*Kobe Chronicle.*

THIS is how a writer in the *Kobe Chronicle* sums up the political situation in the Far East :—

Tsar to Li Hung-chang—We want Manchuria and Chefoo.

Li to Tsar—Will see about it by-and-by.

McDonald to Salisbury—Russia wants to get Chefoo and Manchuria.

S. to McD.—Let 'em.

Tsar to Li—Have you seen to that yet?

Li to the World in General—What the Dickens am I to do?

Tsar to Admiral Alexeieff—Go to Chefoo.

Chefoo Taotai to Alexeieff—Go to Pekin —no b'long my pidgin.

Alexeieff to Taotai—Go to blazes—b'long my.

Li to Tsar—We have mobilised army and created a Fleet; what is your next move?

Tsar to Li—We have wiped the floor with your army and swept the seas with your navy. What's your next?

Li to Tsar—We have pawned ourselves to the other Powers.

Tsar to Li—We have put in a claim under a prior mortgage.

Umpire rules the other Powers out. Game and sett to Tsar; no lives lost.

JAPANESE Correspondent of the *British Trade Journal*, writing from Tokyo, furnished that organ with some interesting trade comparisons for its July issue. The facts are tersely stated and are instructive for London consumption. But they are mostly familiar to resident readers, and we therefore content ourselves with this sample paragraph: Since 1869, when beer was first introduced as merchandise, it has become quite a favourite beverage of the natives, showing a steady increase in the imports, so that in 1870 the 'Sock Beer' imports alone exceeded 60,000 dozen. Soon after that year the Sakurada Beer Company and the Sapporo Beer Company were started by native merchants, and then the Gibisu. The Asada and the Duikoku Breweries came forward and checked the importations to one-twentieth of the original trade. The result of the last war, the use for the arrival and departure of war vessels, and the celebrations of the victories, caused the increased production of 40 per cent. Besides, the rise in value of gold has helped our exports to Shanghai, Hongkong, Singapore, Saigon, Manila, Corea, and Formosa. The whole quantity brewed in Japan last year exceeded 1,430,000 gallons.

THE *Kokumin*, in a leader entitled 'A Life and Death Question for the Statesmen in Power and out of Power,' says :—'The Tokugawa Government was overthrown by a foreign question and the rule of Clan Cabinets also is destined to fall similarly. As to internal affairs, everything indicates the improbability of any occurrence important enough to cause the downfall of the Clan Government. It must be upon a foreign problem that the politicians out of power will engage in a life and death struggle with the Government. At this present moment, is not the Government acting at naught the Imperial Declaration of War against China? Is it not turning the glory of the War into disgrace? Is it not losing all the fruits of the War? These are the most suitable points for the Opposition to choose in attacking the Government. Victory may by obtained by appealing to the nation on such principles as these, namely, to secure the independence of Korea and maintain the peace of the East, in accordance with the programme laid down in the Imperial Declaration of War against China; to oppose whatever State interferes with the independence of Korea or disturbs the peace of the Orient; to wipe off, in course of time, the disgrace attending the Liaotung fiasco; and not to suffer any foreign Power to occupy an inch of the Liaotung Peninsula, since that would certainly endanger the tranquillity of the East.

A WRITER signing himself 'Teiau Kouron' declares, in the leading columns of the *Nippon* that sweeping measures must be taken in Formosa on and after May 9th, 1897. That date, as our readers probably know, is the time when the Formosans must either leave the island, or become Japanese subjects on whatever terms Japan dictates. The first measure he recommends is to forbid the wearing of 'pigtails.' His view is that uncivilized people are much more effectually convinced of their rulers' power and influence by a visible display of those qualities than by any amount of moral teaching. Hence he recommends that all Formosans desirous of becoming Japanese subjects should be required to cut off their queues. He thinks that the gendarmes and police now in Formosa would not be sufficient to enforce the edict, but he would not hesitate to enforce it even though it involved the despatch of two or more Military Divisions. The article is unfinished, and we are not yet informed what other 'sweeping measures' the writer has in contemplation.—*Japan Mail.*

THE MURDER AT HUNGHAM.

To-day we are able to give more definite information of the horrible murder which occurred yesterday morning at Hungham, and what is supposed to be the cause for the crime. The little boy who reported the affair to the Police was not, as we stated yesterday, in the same boat that was boarded by the ruffians, but was sleeping in another boat belonging to his father which was anchored a short distance away. When he went to the Station he only reported that his father was attacked by the men and cut by the swords. It was not till Sergeant Robertson, in charge of Hungham Station, went to make inquiries at the boat that he discovered that the affair was of a more serious character. The woman was found quite dead, and the man was terribly mutilated, one of his hands being nearly severed from the arm. A little girl about six years of age was found lying in the boat, her hair clotted with blood, but she was uninjured. She is too young to realise the terrible affair, and appears to have been asleep all the time. No information can be obtained from her of the affair. The murderers appears to have deliberated well over their plans, as the quarrel which is said to have roused their ill-will took place a month ago. The boat was anchored in a quiet spot well adapted for carrying out the crime. The man who was so seriously wounded is said to be the son of the murdered woman. The parties belonged to Shaukiwan. It is said that on the morning of the previous day the boat conveyed to Victoria a cargo of fish. About ten years ago the father of the wounded man died, and left as a legacy to his son the ill-will of the people amongst whom he had resided, through the joss, of which he was the keeper, having repeatedly played the worshippers false. There were constant quarrels raised by people who paid the old woman money in consequence of some joss service, for she still continued after the death of her husband to keep company with the spirits. The man was engaged as a fisherman, but the people who had been duped still regarded him as in league with the woman in the joss worship. The five men who murdered the woman are said to have been defrauded by the joss about a month ago, and as a consequence they took this cowardly method of having their revenge. Yesterday Inspector Butlin, with some Chinese detectives, including U Po, who captured Lai Mit under sentence of death, and a small boy who knew the murderers went out in a hunch in search for the men. They were joined later in the day by Inspector Stanton and a party of detectives from Hongkong. On enquiry at the Government Civil Hospital to-day we learn that the wounded man is slightly better.

POOR BLOBBS!

Dear Editor, we
(The we being three)
Are counted as sane
As folk may be,
With mercury high
And Mexican low:
Yet sadly we sigh
In deepest of woe,
Anent those effusions
Of Blobbs.

Of we, Number One
Is given to dream
Of tresses of hair,
And the eye's witching gleam:
And a meet fellow feeling,
Most apt you'll allow,
Says 'Sure, he's been kneeling
And making a vow
To die if he's jilted,—
Poor Blobbs!

Now we, Number Two
Is a queer sort of stick,
Who'd smoke till all's blue,
And nab the odd trick;
He vows 'tis ambition
That tickled the chap,
To seek a position
As 'Poet on Tap,'
And speaks with contempt of
Poor Blobbs!

I differ of course,
In earnest, not fun,
And feel no remorse
In calling it 'sun,'
Yes! sunstroke's the key
To the store of poor rhyme:
A kindly 'D. P.'
Would fain make sublime
And render immortal
Poor Blobbs!

We differed, you see,
On points that are prime,
But found this solution
('Tis far from sublime),
Poor chap! he is lonely
And whiskey is cheap:
And snakes real or fancied
Forbid him to sleep;
Perhaps he's been drinking,
Poor Blobbs!

CHEAP Copyright Music, 6 for $1.—W. Robinson & Co.

'THE Light of Christianity brilliant.' This is the caption which the *Yushin Nippo* gives to a brief paragraph in reference to Mr Sim, Kobe's almoner in the North. The deputation sent by the foreigners is kind in the extreme, says our contemporary, and nothing has been left undone for the relief of the sufferers. Mr Sim has been experiencing all the hardships of life, braving all the difficulties of precipice and sea, and on behalf of the sufferers the *Yushin Nippo* tenders Mr Sim and the foreign communities he represents sincere thanks.

STAGNATION OF TRADE IN THE FAR EAST.

THE SITUATION IN HONGKONG.

It must have been apparent for some considerable time to those engaged in the general trade of the Colony that Hongkong, in sympathy with other parts of the Far East, is suffering from stagnation of trade. The shipping agents have perhaps most reason to grumble, but in every branch of business there is a tendency to dulness which is becoming almost alarming because of its prolongation. Shipping rates in the Straits have been going steadily from bad to worse. In the early months of the spring, the rates per ton of forty cubic feet from the Straits to London had fallen to an average of 8/, and a gradual decrease took place until roughly 6/- was accepted in some cases for homeward cargo. This was a ridiculously low rate, and it is difficult to see how any profit could be made at all. What with canal dues, the work of loading and disembarking cargo, the working of the ships, and other expenses, the ships appear to be running absolutely at a dead loss. We look around to discover the cause of these low freights and find that trade has been so bad from China for some months past in consequence of the stiff competition that it is very difficult to get a cargo in China. Ships now running have such a tremendous carrying capacity that they find it impossible to fill up at China ports, and they leave for the Straits with a very large amount of vacant space. There they are ready to take cargo at a cheap rate to fill up this vacuum. It was apparent that ships could not continue running at such impoverishing rates. There is no conference rates to the Straits. So it was agreed, after a great deal of trouble with the different lines, that they should combine to put up freights, and they were raised to 12/- per ton. The Nippon Yusen Kaisha at first promised to maintain the advanced rate, and it was expected they would join the combination, but for some reason or other they afterwards declined to join with the other lines, and intimated they were to act independently. The Nippon Yusen Kaisha are now carrying cargo from Yokohama to Shanghai at about 6/- per ton, while the rate from Singapore to London is not much higher. 'Taking into consideration the fact of the heavy working expenses and the Canal dues,' says one local agent, 'it is ridiculous to suppose any Company, no matter how heavily subsidised—and we know the Nippon Yusen to be heavily subsidised by the Japanese Government—can carry cargo from Singapore to London for a similar freight to that charged from Yokohama to Shanghai, and still make a profit.'

So much for Homeward freights. Locally, the competition is keener. Except for unwritten understandings between certain of the larger firms in regard to particular trades, there is practically an unlimited field for competition. One gentleman upon being interviewed told our representative that the stagnation is more appalling just now than it has been during his long experience of the Far East, with the exception of the plague period in 1894, when the trade of the Colony was simply paralysed. His idea is that there are too many steamers for the business there is to do. Shipowners appear to entertain the belief that there are unlimited possibilities in the China and Japan trade, and are sending out their steamers here erroneously assuming that enormous profits are to be made. As a matter of fact, a good many steamers have been practically laid up in Hongkong Harbour, and at the present moment there is one steamer here which has made only two short voyages since the month of February. This local stagnation is accounted for by two causes. First, there is a surplus of tonnage; second, the rice crops have been a failure. Between Bangkok and Saigon and Hongkong, freights have been terribly low—5 to 6 cents (nominal) per picul from Saigon to Hongkong, with really little or no business done at that; and 10 and 15 cents from Bangkok. The Scottish Oriental Company has practically a monopoly between Bangkok and Hongkong, but even the ships of this fleet—which was augmented by two new steamers early this year—have had to make unprofitable stays in the river. The Formosan trade is practically another monopoly, and here the experience of competing steamers has been anything but favourable. This has been an abnormal year of typhoons, an important factor in the Formosan trade, and the unsettled state of the country has prevented the produce of the sugar corps from being brought down to the ports. Sometimes steamers have had to wait from fifteen to twenty-two days for a cargo.

Surplus tonnage has borne down coal freights from Japan to Hongkong; in one case at least $1.10 per ton was accepted recently. The result is that there is a tremendous stock of coal in Hongkong at present. The position is becoming more and more acute every day, and it is likely to become worse before it is better in consequence of the small demand for bunker coal which follows upon the general stagnation in the shipping trade.

The Chinese report that the recent typhoons have spoiled the rice crops all along the coast of South China. There is, consequently, a paucity of orders from the interior. At the same period last year a large import trade was done in piece goods. This year started fairly well, and at the beginning of the present month good business was being done; but for several days business has been at a standstill, partially on account of the instability of exchange and more probably on account of the rise in Manchester prices. The Chinese dealers refuse to buy, stating that they are deterred by the bad reports from the country. On the other hand, however, there has been a big business in Bombay yarn. Yesterday, a parcel of No. 20—a favourite chop—sold for $100 per bale, a price, we are given to understand, that has never been touched before in Hongkong. But it has to be remembered that prices have been steadily rising in Bombay, and that the inflation in Hongkong is merely sympathetic.

WEATHER NOTICE.

The following was issued by the Hongkong Observatory :—

On the 28th at 11.10 a. The barometer has fallen on the E. coast of China and in the extreme North, risen slightly at Belinao. Gradients are slight generally. Forecast :—, light SE and variable winds; fair to showery.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, August, 26, 1896.

THE ZANZIBAR TROUBLE.

H. M. ships *St. George* and *Racoon* have arrived at Zanzibar, and have landed 250 men. The ships' guns command the palace. Said Kalid's force numbers 2,500 well-armed men. An ultimatum to Said Kalid demands his surrender by the morning, failing which the palace will be bombarded.

CORRESPONDENCE.

CHINESE ASSAULTS ON EUROPEAN SPORTSMEN.

To the Editor of the 'CHINA MAIL.'

Hongkong, Aug. 27.

SIR,—It is much to be regretted that there has lately been a renewal of troubles between foreign sportsmen and the natives on the mainland as the possibility of such disturbances greatly detracts from the pleasure of shooting, and is very apt to engender bad blood between the two, but the matter should be approached circumspectly as it raises one of that numerous class of questions regarding which there is always 'a good deal to be said on both sides,' and if the scales of justice were held with perfect equity blame fairly would probably be found to be well apportioned.

Judging from the tone of the correspondence which has appeared in the newspapers it would almost seem as if sportsmen were perhaps a little inclined to assume as rights, privileges, their claim to which rests on the somewhat slender hypothesis that the comparative immunity from trouble which foreigners have usually experienced in China, while in pursuit of game, establishes a right of trespass throughout the country.

If shooting is not interdicted by the treaty it certainly is not provided for, and it may be that the small landowner in China innocently imagines that the snipes feeding in his rice fields are as unalienably his property as the grouse and partridges which frequent the moors and stubble are the property of the landlords in other countries; and to his unsophisticated mind it must appear exceeding strange that while foreigners take to themselves the right to shoot when, where, and what they please throughout China, a Chinaman, if found on this favoured isle with arms in his possession, of even the most antiquated description, and perhaps quite beyond the ingenuity of man ever to get off, is liable to be heavily mulcted for his temerity.

Before residents are allowed the privilege of carrying arms they should be subject to a preliminary examination as to their fitness for the position, as it is beyond dispute that the indiscreet and equally indiscriminate manner in which the veriest babes and sucklings in the science of gunnery are permitted to make use of dangerous weapons has been the cause of much mischief.

Puckah sportsmen are always careful to avoid doing damage to other people's property, but unfortunately they can't instil the same ideas of rectitude into the minds of their dogs, and damage is often done by them to small patches of culture and gardens, not very serious perhaps, but which if perpetrated in England would provoke the production, and not too gentle insertion of a pitchfork into the person of the offending sportsman.

I have already encroached so much on your space that I must defer to a future occasion the careful, and I trust, equally equitable consideration of the 'other side' of the question.—Your obedient Servant,

NEUTRAL.

HOW ABOUT DOCKS?

To the Editor of the 'CHINA MAIL.'

28th August, 1896.

SIR,—Who is it that is trying to make out that Hongkong is deficient in Docking facilities for Men-of-war or Merchant Ships? Take the Admiralty Dock at Kowloon (so-called), 520 feet × 85 feet × 20 feet depth over sill at ordinary springs,—is there any vessel in the Far East that it cannot take in?

The Dock Company are quite prepared to construct another similar or larger dock beside it if it will pay them to do so. There is the rub; the Admiralty want the facilities for nothing or next to nothing, and our hard-headed business men do not see it in the same light.

Then I hear interested parties are striving to get the British Government committed to dig a dock here for which the British taxpayer would have to pay, and doubtless it would provide a few snug berths for service people and cause some dollars to circulate; but the scheme is not good enough. The Local Dock Company, with their experience, can do cheaper and quicker work than ever a service department could dream of, and the British Government will be wise not to be drawn into a scheme for which there is no necessity.—Yours,

COLONIST.

ALL the newest Operas, Songs, Books and Folios.—W. Robinson & Co.

MAY Salich is again on the war-path, (says the *B. N. E. Herald*), and threatening to give trouble. He has, however, but a small following, and Mr Flint with a good force of Police is blockading the Labuk, up which river he has ensconced himself. A reward of $700 is offered for his capture.

El Liberal, one of the leading newspapers of Madrid, gives the following statistics as to the cost of the struggle for supremacy in Cuba: In March, 1895, Spain sent to Cuba $300,000; in April, $400,000; in May, $1,521,000; in June, $1,900,000; in July, $700,000; in August, $1,600,000; in September, $1,400,000; in October, $700,000; in November, $1,700,000; in December, $4,000,000; in January, 1896, $3,000,000; in February, $3,000,000—a total of $19,721,000.

TRADE PROSPECTS IN FORMOSA.

In his Consular report dated 31st March, 1896, Mr R. W. Hurst, H. B. M. Consul at Tainanfu, writes :—

It will be gathered from preceding remarks that the prospects of British trade in South Formosa are not bright at the present time. Opium, camphor, and sugar have hitherto been the mainstay of trade. The import of the former is now prohibited, and the future of the camphor trade seems uncertain, to say the least.

Possibly when the Japanese civil population arrives there may be a demand for commodities unnecessary to the thrifty Chinese, and it seems certain that British trade will have to develop in fresh directions. For instance, it appears unlikely that the present crude method of extracting the juice from the sugar-cane will be long tolerated, and I am inclined to think that a demand will spring up for sugar-rolling mills and sugar-refining machinery, as by their introduction the existing wasteful methods by which 18 per cent. of the juice is left in the cane will be superseded, and Formosan sugar will attain a colour and purity that will cause it to be welcomed in markets where at present it cannot compete.

PROPOSED NAVAL DOCKS AT SINGAPORE.

Singapore, August 20.

'Eastward Ho!' writes to the *Pall Mall Gazette* a letter urging the necessity of immediately constructing a naval dock at Singapore, sufficient for the largest ships in Her Majesty's service. He alludes to the £300,000 voted for the Hongkong naval works, and questions how far these could have been proceeded with in view of the plague epidemic and the consequent disorganisation of the labour supply. It is to be trusted that the execution of public works in Hongkong, however, will not continue to be interfered with by such a cause, and that the sanitary policy of the Hongkong Government (whatever that now may be worth since the cessation of the Sanitary Board as formerly constituted) will at least be capable of preventing plague from becoming a chronic affliction in that Colony. The writer of the letter is convinced of the advantage, of the necessity rather, of proceeding at once with the creation of a naval dock at Singapore and points out, as reasons, its local facilities of various kinds, its central position as a naval head quarters, its value as a coaling station, and the protection already given by fortifications. In fact what 'Eastward Ho!' would desire to enforce is that Singapore should not wait on events at Hongkong for the provision of a first-class naval graving dock here, but that the construction of so greatly needed a naval work should proceed *pari passu* with the similar works at Hongkong.

The subject is one that has been repeatedly mentioned in these columns. But during the last year or two, ever since foreign naval powers began to strengthen their squadrons in these eastern waters by warships of ever improving type and tonnage, and many more of them, the provision of a sufficiency of naval docks becomes just as indispensable as the provision of the ships themselves. It is not only that the squadrons have been augmented. Much more than that, it is that international interests are being multiplied, that international jealousies are being aroused, and international rivalries for political influence and commercial command are being intensified. These squadrons are not sent out as a flotilla of model yachts for ornamental purposes. They mean only one thing; naval war, potential or actual. It was by the potentiality of war, by the mere presence and preparation of the combined squadrons of Russia, France and Germany, that Japan was forced to forego many substantial gains that she had achieved in actual warfare. There is often but the pulling of a trigger between potential war and actual war. Had Japan only had Russia to deal with at that moment, and in that temper, and under the precise circumstances, she would have gone to war without a moment's hesitation. When, and as often as, international difficulties arise, diplomacy, or rather the unfavourable character of the opportunity, will often help to stave off war for the time. But sooner or later, to the nations in turn, the day comes when it is not to be staved off, and it often happens then that one party has no choice but accept the gage of battle, or give in and be despoiled. The hostile contact of fleets means, on a bigger scale perhaps, exactly what happened at the Yalou, when the fleet of Japan met the fleet of China. Some vessels are bound to go under on the spot to artillery fire, to the torpedo, or to the ram. Some again may survive long enough to get to a dock for repairs to their shattered sides. That will include the majority probably in any great naval engagement. But for some of these the distance to a dock will be a matter of life or death. A sufficiency of capacious docks at naval stations gives to our larger ships of war at least a chance of surviving battle, if severely injured and, if fortunate enough to reach the dock, of being refitted as quickly as possible to take their place again in line, under the Admiral's command.

It is understood that the Admiralty have been considering the whole question in reference to naval stations at home and abroad. The question of an Admiralty dock at Singapore has been and is still under consideration. On discussing this matter generally with the then Manager of the Tanjong Pagar Dock Company, three or four years ago, the position appeared to be that there was a great diversity between the dock requirements of commercial shipping and those for the larger class of naval warships, the latter requiring much greater depth of water on the docksill, and much greater width—all elements of much greater expenditure in construction. As to the point whether such a naval dock could not be advantageously used for ordinary commercial work, it appeared that the extra width and depth of dock would add very greatly to the trouble of entering the narrower trading vessels up in dock, it being obvious that docks should be adapted in dimension to the average dimensions of the type of vessels using them. On such grounds it would seem that if ever any such naval dock were to be constructed here as 'Eastward Ho!' urges, the matter would in all probability have to be in the main a matter for the Imperial government to deal with. On broad grounds, however, we cannot doubt that the subject has had and is having consideration, and we have some shrewd idea that 'Eastward Ho!' has some knowledge of the question as it now stands at home, and has written the letter with the design of stimulating public interest in this matter. Certain it is that one has merely to note the often deliberately unfriendly and provocative attitude of certain foreign powers, represented by naval squadrons in the Far East, to understand how essential it is that the British fleet here shall not only be always prepared for war, but for the actual results of war in the shape of the need of saving and repairing crippled warships. Everything points to the immediate value of an alliance with Japan to meet specified contingencies. This would at once restore the naval balance in the Far East, and provide, in the North at least an invaluable element of naval power in the shape of the excellent naval docks constructed by Japan. —*Free Press.*

'Eastward Ho!,' writing to the *Pall Mall Gazette* of the 25th of July, advocates the creation of what would practically be a Royal naval dockyard at Singapore. He says there should be few, if any, obstacles to the immediate construction, at Singapore, of a large dock suitable for Her Majesty's largest ships. He deals with the central position of Singapore, which is already fortified as a naval coaling station; and he believes that a suitable dock could be constructed here as economically as in any other part of the world, and, certainly, long before such accommodation could be completed at Hongkong. 'Eastward Ho's!' arguments are very plausible, but he forgets, or is not aware of, several important points that have to be taken into consideration. Singapore, is, of course, central as being midway between India and Hongkong, but that does not give it pre-eminence as a naval station. Hongkong is the natural headquarters of the China Station. It is, therefore, essential that it should be fully equipped in accordance with the Government programme, with sufficient naval docks. India, again, is the headquarters of the East Indies Station, and there, also, there is, and there always must be, adequate docking and repairing facilities for the Royal Navy. It might be a waste of money to triplicate, as it were, all these docking facilities at a place midway between the two head stations. Singapore, in time of war, would be incidentally useful for all repairs requiring immediate attention to ships engaged in the vicinity. As such, it is even now largely equipped by the enterprise of local companies. There are, at Tanjong Pagar, docks large enough to accommodate warships of the size of ordinary mail steamers; and there are immediately at hand all those engineering requisites which are the essential concomitants of dock accommodation. The docks of Tanjong Pagar could be extended so as to accommodate the largest battleship afloat; and some such course is believed to be contemplated by the British Government, acting in conjunction with the Dock Company. With all these facilities in existence or contemplated, it would, we repeat, be a waste of money to construct an exclusively Government dock here. It must be remembered that there is not only the dock to be constructed, but all the machinery, without which the dock would be valueless, and a permanent staff would, also, have to be engaged. The Admiralty have for some time past recognised the necessity of further dock accommodation throughout the world. They would do well to turn their attention with something like despatch, to the port of Singapore, where all that they require can be procured for, comparatively speaking, a moderate sum. It is the system of spreading the cost of these permanent works over a series of years that is responsible for all the vexatious delays which take place. The Admiralty are tied down by the Treasury. The Tanjong Pagar Dock Company has a free hand.—*Straits Times.*

JAPANESE ADVICE TO CHINA.

In the columns of the *Nichi Nichi* there is a long article headed 'China after the War.' It is a learned essay such as rarely appears in the vernacular press. The conclusion is this :—Among the many faults committed by China in modern times, the recent War stands preeminent. Chinese statesmen ought to have learned a lesson from its results. What then is the wisest policy for China to pursue in the future? We positively state that no course is open to her except to form a close alliance with Japan, and thus to maintain the peace and security of the Far East. We often hear it stated that China is about to ally herself with Russia for the development of her empire. We do not believe anything of the kind. China already holds a realm too large for her administrative capacities. What purposes can she hope to achieve by an alliance with the Northern Bear? The policy that makes for China's interests and the policy that makes for Russia's interests are diametrically opposed, one being defensive and the other aggressive. They may agree, or may have agreed, to a mutual exchange of benefits or accommodations, but the idea of an alliance between them is simply inconceivable. Russia, even if courted by China, would refuse, for she must know that the Middle Kingdom is not to be trusted. On the other hand, the tide of Occidental civilization reached the shores of Japan long ago, and brought to her many things that place her far ahead of China. It is inevitable that the same tide will sooner or later come to renovate China, whether her statesmen welcome or oppose it. Had they even a little wisdom they would invite this rejuvenating influence. But from whence? Undoubtedly from Japan. Western civilization, as assimilated by Japan, has been to a great extent Orientalized, and in that form it is much easier for China to receive it than in its original European or American garb. Chinese statesmen undoubtedly have many internal reforms to achieve, which must severely tax their strength, and there are consequently strong reasons for them to choose the simplest route for approaching Western civilization. What is of the most urgent importance for China, is to provide speedily for the development of facilities for communication. All the maritime routes will soon be monopolized by the Japanese unless the Chinese stretch out vigorous hands, for the Japanese have proved themselves experts in the art of navigation. On land, too, little has yet been done by the Chinese in this all important matter, and nothing demands their attention more urgently than the construction of railways traversing the interior of the empire and connecting the more important places, and of lines forming a junction with the Manchurian trunk road. If China desires to conserve her integrity and to develop her political and economical interests, railways are absolutely indispensable. Not a few people say that she is counting upon Russian and English projects for extending the Siberian and Burmah railway systems, the one into Manchuria and the other into the centre of the Middle Kingdom. If Chinese statesmen really entertain such an idea, they are not considering their country's best interests. China could afford to build railways for herself, if only she had materials and engineers, and those Japan can provide at considerably less cost than would be involved in obtaining them from either Europe or America. As to rails, in particular, this country will be able to sell them very cheaply after the completion of the Iron Foundry. We firmly believe that it would be an ill-advised step for China to have her railways built and managed by foreigners. It may be noted, *en passant*, that some people exercise their sagacity to discover links connecting European aggressive designs with the Russian and English railway projects from Siberia and Burmah to China. But to us it appears only natural that contiguous countries should, one day or other, come to have a common system of railways. If, therefore, we recommend China to construct her own railroads by the help of Japan, our counsel is not dictated by any such fears as the above, but because we are persuaded that they best interests point in that direction.

THE BLACKBURN COMMERCIAL MISSION.

The following extracts are made from an article in *The Textile Mercury*, published in Manchester :—

The approaching departure of the Blackburn Commercial Mission to India, China, Japan, and the adjacent countries, is an event of great importance to Lancashire. The selection of the countries named shows the conviction of those who have united to despatch this Mission that it is mainly to them that we have to look for any extension of our commerce. In view of this event it is opportune to make special reference to a volume published a few months ago devoted to this subject, and entitled 'Future Trade in the Far East' (Whittaker and Co., London). The author, Mr C. C. Wakefield, F.R.G.S., has had the advantage of spending a considerable time in many of the countries which he describes. His notes have the further merit of being of quite recent date, and therefore have a much greater commercial value as a guide to present action than if they were of some years back, for the East is awaking from its long lethargy, and beginning to move in a way that bears some resemblance, even if a distant one, to the activity of the West during the current century.

One of the most noble features in the development of the East, and the one which is bound in the early future to exercise a most important influence upon the West, is of course its adoption of the western mechanical industries. Especially important is this from the point of view of Lancashire and Lancashire's system of cotton spinning and manufacturing. India, Japan, and now China, have entered into the field of competition with Lancashire, and considering the enormous advantages of the new entrants into the arena, much surprise need not be felt if their chances of success are regarded as being very favourable. Indeed their achievements up to the present time must have brought that conviction home to the minds of those least inclined to believe them. And the record of success is lengthening every day. The old story of Columbus making an egg stand on end is pregnant with wisdom. In India, Japan and China, there have been these industrial Columbuses, who have discovered that the western systems of working can be transplanted to their respective countries and profitably worked. They have shown how it can be done, and among the three hundred millions of India the forty millions of Japan and the four hundred millions of China, it may naturally be expected that many imitators will arise. Englishmen, who have by far the most important stake in this trade, will be worse than the silly hunted ostrich, which hides its head in the sand, if they do not recognise the importance of these facts. We have many times brought before our readers the most convincing evidence of the reality of the dangers arising from competition, about which we have written, and this week we adduce some more.

The beautiful mills of which illustrations are presented herewith form two of a group of four new cotton mills, recently erected in Shanghai. The two mills first erected were constructed under the concession given to Li Hung-chang, and one of these was burnt down some time since, as recorded at the time in these columns. It was reconstructed and got to work again in a remarkably short time. We understand that two sons of two directors subsequently formed another company, and erected the two mills now illustrated. These contain together about 80,000 ring spindles, with adequate preparation, and about 750 looms, also similarly provided for. An official of one of the European Governments who visited the mills recently reported that they were clean, and that the work was in every respect satisfactory. He noticed that the workpeople, women and children, could piece-up broken threads as quickly as the best hands in England. Thus the work goes on, and we may ultimately have to be thankful if, in this country, we can continue to provide full employment for our present plant. We cannot hope to make adequate provision for our growing population, unless much greater efforts be made than have been in the past to extend our trade. The four mills to which reference has been made have been furnished by Messrs Dobson and Barlow, Ltd., of Bolton, and to that firm we are indebted for the two views presented of the two mills.

The Blackburn Commercial Mission is a step in the right direction, and if efficiently carried out must be productive of much good. The Chief of the Mission will be Mr F. S. A. Bourne, vice-Consul of Canton, the Government having permitted him to assume charge of it, and to delegate his consular duties to another, while absent. The industrial experts are Mr H. Nevills of the Blackburn Technical School, and a contributor to 'The Textile Mercury,' and Mr T. Ball, a young man of well-known skill in the industry of the town.

SONGS by all the famous writers at 4 for $1.—W. Robinson & Co.

THE text of the new treaty recently signed in Paris between Japan and France is expected to arrive in Tokyo about the 20th of September. The ratifications are to be exchanged in Paris by the beginning of November next.

Quotations.

HONGKONG, August 28, 1896.

OPIUM—New Patna, cash,... 715/20
" Old " cash,... 716
" New Benares, cash, 732½
" Old " cash, —
" New Malwa, credit, 730
" Allowance, Taels,... 10/0½
" Old Malwa, credit, 740/60
" Allowance, Taels,... 10/32
" Persian, Oily, cash, —
" Allowance, Taels,... —
" Persian, Paper tied 640/650
" Allowance, Taels.... 32/80

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.70	29.78	29.66
Temperature	84	85	86
Humidity ...	79	74	66
Direction of Wind ...	N	ENE	S
Force	3	2	1
Weather	b	c	c
Rain	—	0.03	—

Highest open air temperature on the 27th..... 86
Lowest open air temperature on the 27th..... 76

F. G. FIGE, *First Assistant*,
Hongkong Observatory, August 28, 1896.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, August 28, 1896.

BAROMETER— 9 A.M.... ... 29.75
Do. 1 P.M.... ... 29.73
Do. 4 P.M.... ... 29.69
THERMOMETER—9 A.M.... ... 84
Do. 1 P.M.... ... 86
Do. 4 P.M.... ... 85
Do. (Wet bulb) 9 A.M. 79
Do. Do. 1 P.M. 78
Do. Do. 4 P.M. 79
Do. Maximum 86
Do. Minimum 79

Intimations.

NEW VICTORIA HOTEL.

WE have the honour to inform our PATRONS, FRIENDS and the PUBLIC generally, that we have made arrangements to OPEN a

ROTISSERIE,

In connection with the above Hotel, on

September 1st next.

PRICES:

Breakfast	50 Cents; per month,	$10.00
Tiffin	75 ,,	15.00
Dinner	$1.00 ,,	20.50
Breakfast and Tiffin	,,	25.00
Breakfast and Dinner	,,	30.00
Tiffin and Dinner	,,	32.50
Breakfast, Tiffin & Dinner	,,	40.00

CHOPS, STEAKS, etc., etc., will be served at any time between 7.30 a.m. and 11.30 p.m., at

MODERATE RATES.

☞ *PRICE LISTS of everything issued daily.*

Madar & Farmer,
Proprietors.

Hongkong, July 27, 1896. 1514

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day	$ 4.00
One person, per month ... $75 to	90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00
Extra Bedroom, per month $40 to	50.00

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THE MANAGER,
New Victoria Hotel.

Hongkong, April 4, 1896. 725

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

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THIS Establishment has always enjoyed a high-class reputation for Liberality in *Menu*, Quality of Food and Perfection of Cuisine.

THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

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PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.

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EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. $6.50.

HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. $2.50.

THREE LECTURES on BUDDHISM. Third Edition. Hongkong, 1884. $1.50.

FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. $2.00.

CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. $10.00. Bound, $11.50.

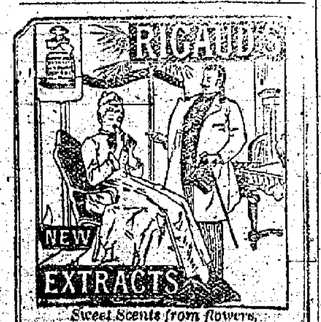
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Hongkong, August 9, 1895. 1476

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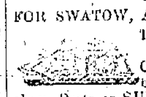
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Glenesk,
Captain GREGG, will be despatched as above on SATURDAY, the 29th Instant, at 4 p.m., instead of as previously advertised.

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Hongkong, August 17, 1896. 1642

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DOUGLAS LAPRAIK & Co.,
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Hongkong, August 27, 1896. 1733

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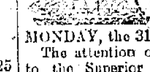
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Knight of St. John,
Capt. A. H. BILLET, will be despatched for the above Ports on MONDAY, the 31st Inst., at Noon, instead of as previously advertised.

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Hongkong, August 26, 1896. 1640

CHINA NAVIGATION COMPANY, LIMITED.

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The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

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Hongkong, August 25, 1896. 1701

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Capt. STEUNCK, will be despatched as above on MONDAY, the 31st August.

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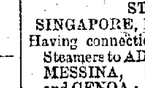
The Co.'s Steamship
Diomed,
Capt. BARTLETT, will be despatched as above on TUESDAY, the 1st September.

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Hongkong, August 20, 1896. 1691

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Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.



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At BOMBAY the Steamers are discharging in VICTORIA DOCK.

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Hongkong, August 26, 1896. 1727

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Hongkong, August 26, 1896. 1730

GLEN LINE OF STEAM PACKETS.

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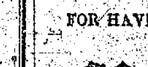
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Hongkong, August 25, 1896. 1722

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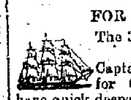
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SIEMSSEN & Co.
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The 109 *A.I.* American Ship
Paul Revere,
MULLIN, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.

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Helen Brewer,
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SIEMSSEN & Co.
Hongkong, August 17, 1896. 1670

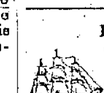
FOR NEW YORK.



The 3/3 *L.I.I.* American Ship
Josephus,
Captain P. R. GILKEY, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.
Hongkong, August 17, 1896. 1669

FOR BALTIMORE.



The 3/3 *L.I.I.* American Ship
Isaac Reed,
Capt. F. D. WALDO, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, August 5, 1896. 1321

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Tuesday	September 15
Prinz Heinrich	Tuesday	October 13.
Preussen	Tuesday	November 10
Sachsen	Tuesday	December 8.
Bayern	Tuesday	January 5.
Prinz Heinrich	Tuesday	February 2.
Preussen	Tuesday	March 2.

ON TUESDAY, the 15th day of September, 1896, at 9 a.m., the Company's S.S. *BAYERN*, Captain B. BLANKE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 12th September, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 14th September, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 14th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, August 20, 1896. 1692

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(SUBJECT TO ALTERATIONS).

JAVA-HONGKONG-YOKOHAMA-KOBE-AMOY-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG
TO JAVA.

S.S. *Germania*.....September.
S.S. *Cassius*.....October.
S.S. *Federation*.....November.

TO JAPAN.

S.S. *Cassius*.....September.
S.S. *Federation*.....October.
S.S. *Germania*.....November.

General Agents for China & Japan:
LAUTS, WEGENER & Co.

Hongkong, August 12, 1896. 439

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	THURSDAY, Sept. 3, at daylight.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Sept. 22, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, Oct. 8, at noon.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, 3rd September, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 19, 1896. 1674

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, Sept. 12, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	WED'SDAY, Sept. 30, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Oct. 17, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 12th September, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 3 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 26, 1896. 1723

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Twenty-second Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

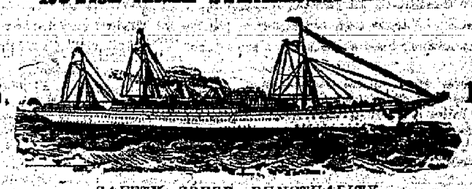
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IN NEW SHADES AND PATTERNS.

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SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. C. P. MARSHALL, R.N.R.....WEDNESDAY, 2nd Sept./96.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 30th Sept./96
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R.....WEDNESDAY, 28th Oct./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
Hongkong, August 12, 1896. PEDDER STREET. 1637

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

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102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
3.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—Hongkong Telegraph' Office.
26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
8.— Do. Peak.
82.—Hotel, Hongkong, Public Telephone.
35.— Do. Mount Austin.
52.— Do. New Victoria.
25.— Do. Peak.
53.—Ho Tung, Praya West.
17.— Do. Praya Central.
59.— Do. Battleden.
32.—Humphreys, J. D., Residence.
45.—Humphreys, J. D., & Sons.

K

108.—Kaw Hong Take.
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn, J. W., Office.
120.—Kiron & Co.
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L

91.—Lamke & Rogge.
97.—Lane, Crawford & Co.
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M

106.—Man Chuen Yuen.
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N

125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
110.—Naval Hospital.
109.—Naval Yard.
115.—Nethersole Hospital.

O

119.—Opium Factory.
40.—Opium Farm.

P

19.—P. & O. S. N. Co.
60.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.

R

34.—Ray, E. C., Residence.
51.—Ray and Davies.
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104.—R. E. Mess.
140.—Reuter, Brockelmann & Co.
19A.—Ritchie, H. A.
30.—Ritchie, H. A., Residence.
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S

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81.—Siemssen & Co.
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T

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IN VICTORIA WITH TWO BEARERS.

Half hour	$ 0.10	Three hours	$ 0.50
One hour	0.20	Six hours	0.70
Day (8 a.m. to 6 p.m.)	$1.		

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour	$ 0.60	Six hours	$ 1.80
Three hours	1.00	Day (6 to 6)	3.00

Jinrikshas.
(With single driver).

Quarter hour	$ 0.05	Hour	$ 0.15
Half hour	0.10	Every subsequent hour	0.10

NOTE.—Victoria extends from Mount Davis to Causeway Bay and up to the foot of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be paid for the return journey. Extra charges for trips and extra hours to be paid before leaving.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.* in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Astiv	3 c	McIsaac	Dan. str.	319	June 16	A. R. Marty		
Afridi	3 c	Goldling	Brit. str.	2354	June 27	Dodwell, Carlill & Co.		
Amarapoora	5 c	Cameron	Brit. str.	1619	July 9	Butterfield & Swire		
Anjer Head	3 c	Stovell	Brit. str.	1238	Aug. 30	Bradley & Co.		
Ariake Maru	7 h	Asai	Japan str.	1886	Aug. 28	Mitsui Bussan Kaisha	Yokohama	3rd prox.
Asloun	5 c	Murray	Brit. str.	1827	Aug. 20	Shewan, Tomes & Co.		
Benvoirlich	5 c	Clark	Brit. str.	2164	Aug. 27	Gibb, Livingston & Co.	Yokohama	To-morrow
China	3 c	Voss	Ger. str.	1240	Aug. 23	Chinese		
China	5 c	Seabury	Brit. str.	2400	Aug. 24	P. M. S. S. Co.		
Donar	4 c	Grundmann	Ger. str.	1015	Aug. 1	Lauts, Wegener & Co.		
Empress of India	3 c	Marshall	Brit. str.	3003	Aug. 25	Canadian Pacific Railway Co.		
Esmeralda	3 c	Tayler	Brit. str.	906	Aug. 14	Shewan, Tomes & Co.	Manila	To-day
Guthrie	5 c	George	Brit. str.	1496	Aug. 24	Gibb, Livingston & Co.	Kobe	31st inst.
Haitan	5 h	Roach	Brit. str.	1183	Aug. 27	Douglas Steamship Co.	Coast Ports	To-morrow
Jacob Christensen	2 k	Hansen	Norw. str.	1088	Aug. 8	Melchers & Co.		
Kansu	3 c	Sommerville	Brit. str.	1158	Aug. 28	Butterfield & Swire	Shanghai	To-day
Knight of St. John	5 c	Billett	Brit. str.	2234	Aug. 28	Nippon Yusen Kaisha	Bombay, &c.	31st inst.
Kong Ah	2 c	Thinn	Norw. str.	485	Aug. 14	Chinese		
Kwang Lee	3 h	Lincoln	Chi. str.	1504	Aug. 27	O. M. S. N. Co.	Shanghai	To-day
Letimbro	5 k	Belzito	Italian str.	1417	Aug. 26	Carlowitz & Co.	Bombay, &c.	2nd prox.
Loo Sok	3 c	Jackson	Brit. str.	1040	Aug. 21	Butterfield & Swire	Bangkok	30th inst.
Macduff	8 c	Thomson	Brit. str.	1881	July 15	Dodwell, Carlill & Co.		
Memnon	5 k	Reeves	Brit. str.	1228	Aug. 27	Butterfield & Swire	Sandakan	
Mongkut	2 h	Calder	Brit. str.	859	Aug. 26	Yuen Fat Hong		
Ningchow	3 c	Frahm	Chi. str.	705	Aug. 23	Chinese	Bangkok	To-morrow
Oslo	3 c	Pedersen	Norw. str.	778	Aug. 26	Chinese		
Petrarch	3 c	Schall	er. str.	1252	July 4	Wieler & Co.		
Phra Chom Klao	...	Fowler	Brit. str.	1011	Aug. 28	Yuen Fat Hong		
Picciola	...	Haas	Ger. str.	875	July 20	Siemssen & Co.		
Strathleven	3 c	Monr	Brit. str.	1588	June 18	Chinese		
Swatow	3 c	Jorgensen	Ger. str.	632	Aug. 26	Siemssen & Co.		
Tancred	3 k	Kroge	Norw. str.	764	July 11	Order		
Triumph	3 c	Moller	Ger. str.	709	Aug. 27	Jebsen & Co.		
Utrecht	3 c	Pekelaar	Dutch str.	1413	Aug. 28	Lauts, Wegener & Co.	Sourabaya	To-morrow
Zafiro	3 c	Cobban	Brit. str.	697	Aug. 28	Shewan, Tomes & Co.		
Sailing Vessels.								
Casablanca	4 k	Cantley	Brit. bqe.	568	Aug. 3	Siemssen & Co.		
C. E. Moody	5 c	Leonard	Amer. sh.	1915	July 4	Arnhold, Karberg & Co.		
Commodore T. H. Allen	3 k	Merriman	Amer. sh	2216	May 22	Standard Oil Co.		
Foohng Suay	3 c	Willett	Haw. bqe.	989	July 31	Order		
Glen Caladh	3 c	Lamont	Brit. bqe.	466	Mar. 1	Gilman & Co.		
Isaac Reed	2 k	Waldo	Amer. sh.	1479	June 19	Arnhold, Karberg & Co.		
Ivy	5 k	Brothers	Amer. sh.	1181	Aug. 1	Musso & Co.		
John Baizley	...		Amer. sch.	—	May 30	Order	Cos'tan Dock	
Josephus	2 c	Gilkey	Amer. sh.	1345	Aug. 16	Siemssen & Co.		
Lothair	2 c	Ferretto	Italian bqe.	796	July 31	D. Musso & Co.		
Northbrook	5 k	Lawton	Brit. bqe	1820	Aug. 15	Government		
Orient	...	Ployer	Ger. bqe.	461	Aug. 1	Wieler & Co.	K'loon Dock	
Paramita	7 c	Soule	Amer. sh.	1493	July 1	Standard Oil Co.		
Paul Revere	3 c	Mullin	Amer. sh.	1641	Aug. 25	Carlowitz & Co.		
Retriever	3 c	Walls	Amer. sch.	75	April 3	Captain		
Sachem	2 k	Lancaster	Amer. sh.	1311	June 12	Order		
Saltered	3 c	Johannesson	Norw. bqe.	695	Aug. 12	Siemssen & Co.		
S D. Carleton	3 k	Amshoy	Amer. sh.	1788	Aug. 20	Standard Oil Co.		
Sonora	5 k	Tollessen	Norw. bqe.	553	July 21	Captain		
Stanfield	3 c	Wilson	Brit. bqe.	650	Aug. 15	Chinese		
St. Mark	8 c	Dudley	Amer. sh.	1930	Aug. 18	Order		
Satlej	5 k	Pitt	Brit. sh.	1672	July 3	Naval Dept.		
Wm. H. Smith	2 k	Wilson	Amer. sh.	1908	Aug. 21	Standard Oil Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3600	21	7000	Captain Robert L. Groome	Hakodate
Alacrity	despatch-vessel	1700	12	3180	Commander F. G. De Lisle	Muroran
Archer	cruiser 3rd class	1770	16	2200	Comd. C. E. Kingsmill	Shanghai
Centurion*	twinscrew battle ship	10,500	41	13,000	Captain Spencer H. Login	Muroran
Daphne	sloop	1146	16	1400	Commander A. C. Galloway	Chemulpo
Esk	g-bt. 3rd class coast defenc	363	2	340	Lt.-Com. H. P. Barton	Shanghai
Firebrand	gunboat 2nd class	455	6	460	Lieut.-Com. Vernon Maud	Shanghai
Grafton	twin-screw cruiser, 1st class	7,350	36	10,000	Captain E. P. Jones	Yokohama
Humber	storeship	16 0	—	330	Commander F. W. Wyley	Yokohama
Immortalité	armoured cruiser	5600	34	8500	Captain Edward Chichester	Muroran
Linnet	gun-vessel 2nd class	756	8	1050	Commander R. C. Sparkes	Hakodate
Narcissus	armoured cruiser	6 00	34	8,500	Captain H. B. Lang	Akishi
Peacock	gunboat 1st class	750	1	1200	Lieut.-Com. H. J. D. Laxton	Tientsin
Pigmy	gunboat 1st class	755	10	1200	Lieut. Bellairs	Hakodate
Pique	cruiser	3800	21	7000	Capt. Henry C. Bigge	Yokohama
Plover	gunboat 1st class	755	10	1200	Lieut. Spencer V. Y. de Horsey	Muroran
Porpoise	cruiser 3rd class	1770	16	3500	Commander F. R. Pelly	Singapore
Rainbow	cruiser	3600	21	7000	Captain Wm. C. C. Forsyth	Muroran
Rattler	gunboat 1st class	715	10	1200	Lieut.-Com. Hugh Cotesworth	Singapore
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hongkong
Spartan	twin-screw cruiser 2nd class	3600	21	7000	Captain Alfred L. Winsloe	Behring Sea
Swift	gun-vessel 2nd class	756	8	1010	Commander R. K. McAlpine	Behring Sea
Tamar	ex-transport	2047	—	—		Hongkong
Tweed	g-bt. 3rd class coast defen	383	5	340		Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John S. Halifax	Muroran
Victor Emanuel	revolving ship	5157	14	—	Commodore Boys	Hongkong
Wivern	coast d. fenceship, armour	2750	12	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 39, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Admiral Korniloff	Russian cruiser	4250	32	6000	Captain Illchatilnoff	Vladivostock
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasherininoff	Vladivostock
Aleout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Alger	French cruisor	4330	30	8000	Captain Boutet	Yokohama
Arcona	German cruiser	2370	18	2400	Captain A. Sarnow	Chefoo
Aspic	French gunboat	475	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1350	14	1000	Captain Ternet	Yokohama
Bengo	Portuguese gunboat	462	5	400	Capt. A. T. Da Costa e Silva	Hongkong
Bobre	Russian sloop	950	13	1150	Captain Molas	Nagasaki
Boston	U. S. cruiser	3 00	8	3500	Captain F. Wildes	Shanghai
Castilla	Spanish cruiser	3200	22	4400	Capt. Enrique Sanlula	Manila
Comète	French gunboat	495	4	500	Capt. Maudet	Tongku
Detroit	U. S. cruiser	2000	16	5400	Commander John Stark Newell	Chemulpo
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Withoffe	Chemulpo
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duelo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander R. P. de Bonsure	Manila
Duguay Trouin	French cruiser	3835	19	4800	Captain Bayle	Saigon
Gaidamak	Russian gunboat	400	2	3500		Kobe
General Alava	Spanish gun-vessel	1200	—	—	Capt. Ramon Bonliquet Freijillo	Manila
Gremiatchy	Russian gunboat	1490	12	1330	Capt. Boucharoff	Nagasaki
Imperator Nicolai I	Russian ironclad	8800	32	8000	Capt. Foelkeraham	
Irene	German cruiser	4400	22	8000	Capt. du Bois	Chefoo
Isly	French cruiser	4380	22	6000	Captain Rivet	Amoy
Kaiser	German flagship	7677	15	7800	Captain Zepl	Chefoo
Korejets	Russian sloop	1200	9	2150	Capt. Lindestroem	Chemulpo
Kormoran	German cruiser	1640	8	2800	Captain Brinkmann	Chefoo
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemisheff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Lutin	French gunboat	490	4	500	Lieut.-Com. Gueydon	Saigon
Machias	U. S. cruiser	1050	16	1600	Commander Houston	Chemulpo
Manila	Spanish transport	1057	2	1000	Captain Vimigra	Manila
Mandchur	Russian sloop	1200	9	1400	Commander Podlapolak	Chemulpo
Monocacy	U. S. sloop	1370	6	850	Com. Reisinger	Tientsin
Olympia	U. S. flagship	5300	14	13,500	Captain J. J. Read	Yokohama
Otvajny	Russian gunboat	1490	12	2000	Captain Radkoff	Chemulpo
Pamiat Azova	Russian cruiser	6060	33	8000	Captain Redlenoff	Vladivostock
Panther	Austrian cruiser	1500	—	—	Commander Koppel	Shanghai
Pluvier	French gunboat	645	8	450	Lieut.-Commander Vidal	Bangkok
Prinzess Wilhelm	German cruiser	4400	22	6000	Captain von Holtzendorff	Woosung
Reina Cristina	Spanish cruiser	3090	19	4800	Com'der Jose Warleta	Manila
Rurik	Russian 1st class cruiser	10,930	48	18,500	Captain Krieger	Vladivostock
Sfiatch	Russian gunboat	—	—	—	Captain Baranoff	Vladivostock
Sivoutch	Russian cruiser	950	13	1130	Captain Astremoff	Vladivostock
Sophie	German cruiser	2100	14	2100	Captain Herbing	Nanking
Vipere	French gunboat	480	4	428	Commander Constella	Bangkok
Yorktown	U. S. cruiser	1700	16	3660	Commander Stockton	Yokohama
Zabiaka	Russian cruiser	1930	12	1470	Captain Lebedeff	Chemulpo
Zaragoza	Mexican cruiser	1900	8	1300	Admiral A. C. Mouzettle	Yokohama

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

CANTON.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Kansu	Brit. str.	
Kashing	Brit. str.	
Kwang Lee	Chi. str.	
Taisang	Brit. str.	

AMOY.

In port on August 24, 1896.

MERCHANT STEAMERS.

Falkenburg	German
Hasting	Chinese
Haitan	British
Hoihow	British
C. H. Tong	British
Thales	British
Utrecht	Dutch
Victoria	Swedish

MERCHANT SAILING VESSEL.

Anna Bertha	Brit. bqe.

FOOCHOW.

In port on August 22, 1896.

MERCHANT STEAMERS.

Namoa	British
Yiksang	British

MERCHANT SAILING VESSELS.

Walter Siegfried	Brit. bqe.

SHANGHAI.

In port on August 21, 1896.

MERCHANT STEAMERS.

Adour	French
Airlie	British
Ariel	Norwegian
Benmohr	British
Chihli	British
Clara	German
Ella	British
Eliz. Rickmers	German
Felching	British
Glenavon	British
Glenesk	British
Hiogo Maru	Japanese
Hsinfung	Chinese
Kashing	British
Kiangfoo	Chinese
Kiangyu	Chinese
Kongsu	Chinese
Kuling	Chinese
Kutwo	British
Kwang Lee	Chinese
Méduse	British
Myrmidon	British
Nerite	British
Nestor	British
Nieratsin	German
Ningchow	Chinese
Normandie	Norwegian
Oscarshal	Norwegian
Ravenna	British
Rosetta	British
Sual	British
Talsang	British
Tamboy	Russian
Woolwich	British
Woning	Chinese
Yarra	French
Yling	British
Yungping	Chinese

MERCHANT SAILING VESSELS.

Alice Mary	Brit.	bqe.
Bundaleer	Nica	bqe.
Carrollton	Amer.	sh.
Charon Wattana	Siam.	bqe.
Comet	Nica.	bqe.
Darra	Brit.	bqe.
Drumelton	Brit.	bqe.
El Capitan	Amer.	sh.
Jaroslav	Rus.	sh.
John Currier	Amer.	sh.
Petersburg	Russ.	sh.
S. P. Cheney	Amer.	bqe.
Wm. H. Conner	Amer.	sh.

NAGASAKI.

In Port on July 30, 1896.

MERCHANT SAILING VESSELS.

Dunfion	Brit.	sh.
Kennebec	Amer.	sh.

KOBE.

In port on July 29, 1896

Falkland	Brit.	bqe.
H. Bischoff	Ger.	sh.
How. D. Troop	Brit.	sh.
Java	Brit.	bqe.
Liverpool	Brit.	sh.

YOKOHAMA.

In port on July 27, 1896.

Ancouda	Am.	sch.
Geo. R. Skolfield	Amer.	sh.
Tolna	Am.	str.

BANGKOK.

In port on July 27, 1896.

MERCHANT SAILING VESSELS.

Allegro	Norw.	bqe.
Charon Wattana	Siam.	bqe.
Dolly	Norw.	bqe.
Erna	Dan.	bqe.
Guldriga	Norw.	bqe.
Oskriesdorn	Norw.	bqe.
Poseidon	Norw.	bqe.
Wadaisar	Norw.	bqe.

THE HONGKONG OF THE TRAVELLER.

The following interesting letter appears in the *Singapore Free Press*. It is written by the Rev. G. M. Reith, formerly of Singapore:—

The *Océanien* made a rapid passage from Saigon, and on the morning of the third day out, she dropped anchor in the beautiful landlocked harbour of Hongkong. From one side of the ship was to be seen the mainland of China, stretching away to the westward in a series of rugged green hills with the wharves and godowns of Kowloon in the foreground, and a grey suggestion of the native city behind. On the other, the steep, almost precipitous slopes of Hongkong island loomed darkly through the mists of early morning, with the city of Victoria, in general shape like a snow drift in a gully, clinging to their skirts. When the sun pierced the mists, the houses of Hongkong stood out clearly against the dark background of the mountains, and bore a curious resemblance to the toy models of a village, 'made in Germany.' One almost expected to see, on landing, a number of cylindrical, high-shouldered, gorgeously coloured wooden patriarchs stationed in the streets, stiff-legged cows by placid rivers, and trees of a shape and colour unknown to science. The usually crowded harbour was rather empty of shipping, on account of the plague, and a French gentleman confided to me on the hotel launch, as we made for the shore, his opinion that the sun of Hongkong had set, that henceforth gradual decline towards extinction was to be its portion. The wish was no doubt father to the thought, and although I was tempted to ask sarcastically about the future of Saigon, by way of retort courteous, I contented myself with saying 'Do you really think so?' leaving him to cherish his hallucination undeceived.

Victoria is a gloomy city, on which the sun cannot shine for much more than half the day. This is on account of the steep mountain ridge that interposes its opaque mass between the city and the Eastern half of the sky. Consequently offices and ships are nearly as dark as those of London in a fog, and till the sun has almost reached the meridian the streets are in a sombre twilight. When, however, the sun brings his rays to bear on the town, they beat down with uncommon fierceness. It is not without reason that the Hongkong people are proud of their city, for it has a beautiful situation, a picturesque appearance, and is adorned with many fine and imposing buildings. Until events dispelled the illusion they were wont to boast of an excellence with proved to be entirely imaginary. When I was last in Hongkong (1894), the Black Plague was raging with extraordinary violence at Canton, and rumours were afloat that not a few cases had occurred in the British Colony itself. But the people of Hongkong were easy in their minds about it, the daily steamers to and from Canton continued to connect Victoria City with the centre of infection, it was thought unnecessary to interrupt the communication, for the sanitation of Hongkong was unrivalled in the East. So it was believed. All the world knows how terribly they were undeceived. The fact is that no Eastern city where Asiatics form the bulk of the population can consider itself beyond the reach of some desolating epidemic. If one is to judge from the local press, and the remarks of the citizens in conversation, the official rulers of the Colony must have a very uncomfortable time. They are criticised with frankness and candour, and addressed in the public prints with plain speaking which reminds one of Thomas Carlyle's forcible characterisation of the population of England. An official's life in Hongkong cannot be a happy one, if he read the newspapers or takes to heart the diatribes of a certain truculent but unofficial member of Council. Hongkong seems to suffer from the complaint of the unfortunate man who perished under the hand of the Juke d'Moses, in Artemus Ward's moral tale, and died with the pathetic words on his lips: 'We are governed too much!' One, however, does not think of officials and their troubles, nor of citizens and their grievances, as he wanders about the town in chair or jinrikisha, taking off impressions of its beauties and peculiarities on his brain. Victoria City consists of a long winding street at the base of the mountain-ridge, along which are to be found the leading hotels, banks, shops and places of business. From this there rise abruptly many steep streets and alleys leading up the mountain side to terrace after terrace of houses for a considerable height. Away to the northward runs a pretty country road, skirting the base of the hills, to the Happy Valley, with its race-course on the one side and its exquisite garden cemeteries on the other. One feels in going through the Christian cemetery that it would be a pleasure to die, to be laid to rest in such a spot—a veritable corner of fairyland. And, of course, the sublime suggests the ridiculous. It was an enterprising London undertaker who first associated pleasure with death. His advertisement is famous:—

A PLEASURE TO DIE!—TRY OUR COFFINS.

The gay crowds that throng the race-course from time to time probably do not think of the Grand Stand of the Dead that overlooks their sports, all its occupants reduced to silent equality by the great Totalisator. Do their spirits rise at midnight and stand on their tombstones to watch the ghosts of famous racers urging their wild career round the valley as they did in the flesh years ago? With this gruesome thought in my mind, I take refuge in my jinrikisha, and return to town.

The military element is, of course, much in evidence in this important fortress and naval station of the Far East, and Mr Atkins is to be seen everywhere, sometimes on duty, and sometimes enjoying himself sporadically in his accustomed manner. Few horse carriages are to be seen on the streets; chairs covered with cloth, chiefly blue or white, carried on poles between two coolies, and the single jinrikisha are the principal vehicles for those who do not care to go on foot, and one can pass through the busiest streets of Hongkong in a jinrikisha without a nervous apprehension of being run into by careless or incompetent drivers, as one cannot do in similar places in Singapore. There is another means of locomotion, which I was anxious to try, and that is the cable-tramway to the Peak. From the harbour you can see a slender, thread-like line stretching up the hill at the bottom of a gully, and on the line, from time to time, two oblong grey objects, not unlike the insect called the 'slater' in Scotland, creeping to meet one another, and passing each other midway up the slope. This is the cable tramway, on the subject of which the chair-coolies are still sore, and to which the Chinese generally attribute the misfortunates that have recently fallen on Hongkong. The line is supposed to have wounded the susceptibilities of the local devils. Circumstances over which I had no control prevented my going up the Peak on my first visit to Hongkong. I had promised some friends to stay with them there on my return voyage, but, alas for human schemes, the port was closed on account of the plague, and I saw Hongkong the second time from the deck of the steamer which lay at the Laimun Pass and took mails up gingerly with long poles from the post-office launch. This third time I resolved that nothing should hinder a visit to the Peak. The hospitalities of friends kept me engaged till within an hour and a half of the steamer's sailing. But I was told the journey up and down would not take more than twenty minutes, so I went and took my seat in the car, a front seat, and looked up the steep line which seems to have a gradient of one in two, waiting for the start. Half an hour passed, nothing happened except that some Chinese passengers arrived and took seats in the back part of the car. I got out and searched the station for a time-table, but none was to be seen. There were regulations, and bye-laws, and fare lists, and there was a European, apparently the conductor, asleep on a bench, but no means of finding out when the car would start, if it would start at all. Another quarter of an hour passed, and afraid of losing my steamer, I flung myself out of the car and went to the *Océanien* in a very bad temper. It seems that they stop the running of the cars for an hour or two in the middle of the day, and it was just my luck to strike this pause, but I should have been saved the delay wait, if the authorities had posted a time-table in the station. Thus ended my journey to the Peak.

(To be continued.)

ACRIBELLE and Steel Strings and Instruments of all kinds at Reduced Prices.—W. Robinson & Co.

'GIBBS, do you worry about financial affairs when you are in church?' 'No; I always wear a very high, stiff collar so can concentrate my thoughts.'

PITKIN—BRACE up, old boy. Seasickness can be thrown off if you only think so. Simpson—Do you—see any one—throwing it off—faster than—I am?

TEACHER—Who was the wisest man? Tommy—Noah. 'Noah?' 'Yes'm. He was the only man who knew enough to come in when it rained.'

'I like the old-fashioned songs,' remarked the man with a bored look and an ungenial squint. 'Why is that?' 'Nobody sings them.'

HER Suitor—'I'm going to get you a pony some day, Bobby. What kind do you want?' Her Little Brother—'One that has a tail you can take off, like sister's hair.'

'THAT newly wedded couple next door do not seem to be on good terms.' 'No; she painted the porch chairs and forgot to tell him.'

HUSBAND—Don't you think you are rather unreasonable to expect me to take you to a ball, stay awake until 4 o'clock and then get up at 8 to go to my work? Wife—I may be a little unreasonable, but it's perfectly brutal of you to mention it.

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Hongkong, March 2, 1896. 478

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For females of all ages they are invaluable.

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Mr Fred. W. Carey	Mr A. H. Rennie
Mr C. Crane	Miss Summers
Mr F. Dallas	Mr R. L. Thomas
Miss Drum	Mr H. E. Tomkins
Mr W. A. Duff	Mr and Mrs Vidal
Mr J. B. Duncan	Miss Vidal
Mr H. K. C. Fisher	Mr R. H. Wade
Miss Greene	Mr W. B. Walker
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Mr E. Hill	Mr Jas. Watson
Mr J. J. Hoar	Mr Maxwell Watson
Mr T. Howard	Mr W. M. Watson
Mr G. H. Hummel	Mrs W. M. Watson
Mr K. Inouye	Mr W. F. Wenyon
Mr F. F. Jaques	Surg.-Major Westcott
Mr A. Jenkinson	Mr and Mrs Wm. Whitley
Mr Morton Jones	Miss Whitley
Mr and Mrs Josephs	

PEAK HOTEL.

Mr M. Alsberg	Captain Reed
Mr and Mrs Baxter	Mr Hugh McCallum
Mr Frank Browne	Mr and Mrs Meier and child
Mr J. Bruce	
Mr A. Cumming	Mr C. A. D. Melbourne
Mr F. B. Deacon	Major and Mrs G. E. Moore
Mr J. P. Dowling	Mr W. Nicholson
Mr Frost	Major the Hon. and Mr and Mrs Geo. Mrs E. Noel and child
Mr and Mrs C. Vander Heyde	
Mr and Mrs Holmes	
Mr T. W. Hornby	Mr David Wood
Mr H. U. Jeffries	

WINDSOR HOTEL.

Mr Abrankiel	Mr J. Margolin
Mr F. Catalicvas	Mr Ch. Mayer
Mr A. H. Eastwood	Mr P. Meyer
Miss Ed. Griffith	Mrs d'Al. Remedios
Mr D. Griffith	Miss A. Skinner
Mr Henry Horwitz	Mrs Stenehan & child
Mrs R. Inman	

Intimations.

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Intimations.

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SHARE LIST.—QUOTATIONS—AUGUST 28, 1896.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp. New Issue	80,000	$ 125	all	184 ½ prem.,=$355 £41.10/
Bank of China & Japan, Limited preference shares	33,950	£ 5	5	nom.
" ordinary "	120,575	£ 8	2	nom.
" deferred "	1,250	£ 1	1	£2. buyers
National Bank of China, Limited	....	£ 10	8.10	$27½ sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 25	50	$195
China Traders' Insurance Co., Ld.	24,000	$ 83.33	25	$80½, sales
North-China Insurance Co., Ld.	5,000	£ 100	50	Cls. 19 ½
Straits Insurance Co., Ld.	30,000	$ 10	20	$27, sellers
Union Insurance Society, Ld.	10,000	$ 250	50	$232½, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	60	$145
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$95, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$332½, buyers
DOCK.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	185 % prm.,=$356.25, ex div., buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$71, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$64½, buyers
HK. C. and M. Steamboat Co., Ld.	30,000	$ 15	15	$39½, sales and sellers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$46
China Mutual S. N. Co.	20,000	£ 10	10	£8.10, sellers
		£ 5	5	£7.10
Do. (new issue).	20,000	£ 10	1	£2, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$117½, buyers
Luzon Sugar Company, Limited.	7,000	$ 100	all	$64, sales and sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$53½, sellers
Wanchai Warehouse and Storage Company, Limited.	2,000	$ 100	37½	$45, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	50	$74, sellers
Kowloon Land and Building Company,	6,000	$ 5	30	$18, buyers
Humphreys' Estate & Finance Co.	25,400	$ 10	all	$9, sellers
West Point Building Co., Limited.	12,500	$ 50	40	$18
TRAMWAYS.				
HK. High Level Tramways Co., Ld.	1,250	$ 100	all	$96
MINING.				
Jelebu Mining & Trading Co., Ld.	45,000	$ 5	all	$2.90
Punjom Mining Co., Ld.	50,000	$ 4	all	$14½, sales and sellers
Société Française des Charbonnages du Tonkin.	12,000	Frcs. 500	all	$72½
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$2½, sellers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$5.35
Oliver's Freehold Mines, Ld.	A 15,000	$ 5	5	$7. sellers
	B 20,000	$ 5	2½	$3½, sellers
PLANTING ETC.	25,000	$ 5	1	$2, sellers
China-Borneo Company, Ld.	7,500	$ 100	55	nom.
H. G. Brown & Co., Limited.	6,000	$ 50	all	$8, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	6,000	$ 50	all	$20½, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.	60,000	$ 10	all	$13, sales and sellers
Dakin, Cruickshank & Co., Ld.	50,000	$ 5	all	$1, buyers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$110, buyers
Hongkong Electric Co., Limited.	30,000	$ 10	8	$7, sales and sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 10	10	$17½
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 15/	nom.
Campbell, Moore & Co., Limited.	1,200	$ 10	all	$5
Geo. Fenwick & Co., Limited.	6,000	$ 25	$ 25	$30, sellers
Hongkong Bakery Company, Ld.	600	$ 50	all	$30
Hongkong Dairy Farm Co.	10,000	$ 10	all	$6
Hongkong Ice Company, Limited.	5,000	$ 25	all	$105½
H'kong Rope Manufactory Co., Ld.	5,000	$ 50	all	$125, sales and buyers
Ewo Cotton Spinning and Weaving Co., Ltd.	10,000	Tls. 100	Tls 100	Tls. 85, sellers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 97½, sellers
Lyun-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 100, sellers
Carmichael & Co., Ld.	2,000	$ 25	$ 20	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 400	Tls. 400, sellers

* Founder's shares

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896 a	Tls. 767,200	Tls. 260	7 % p. annum	10 % prem., sales

A. G. STOKES, *Share-broker.*

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Registration,	10 cents.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Reply Post Cards,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—

Letters per ½ oz., 5 cents (*c*).
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, 2 each per 2 oz.
Registration, 5 cents.

(*c*) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (*a*) Current Coin (*b*) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *vid Gibraltar*. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out *vid Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c. may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Haukow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—
Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
Britis Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn *through the London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2,	3d.
" Exceeding £2 but not exceeding £ 5	6d.
" " £5 " " £ 7	9d.
" " £7 " " £10 1s.	0d.

3.—The commission charged is as follows according to the currency the Order is drawn in:—

(*a.*) For sums not exceeding:—$1, 12 cts.; $2, 24 cts.; $3, 36 cts.; $4, 48 cts.; $5, 60 cts.; $6, 72 cts.; $7, 84 cts.; $8, 96 cts.; $9, $1.08; $10, $1.20.

(*b.*) Up to $10, or 20 rupees, 20 cts.; $25, or 50 rupees, 42 cts.; $35, or 70 rupees, 60 cts.; $50, or 100 rupees, 80 cts.; 150 rupees, $1.00.

4.—No Order must exceed $10 or $50 (when drawn on India, when 150 Rupees is the limit).

HONGKONG MARKET PRICES.

Corrected to Saturday, August 22, 1896.

At 1020 Cash per Dollar Mexican.

		Price, Highest. Cash.	Price, Lowest. Cash.	Chinese Names.
Butcher Meat.				肉食
bacon, English,	lb.	—	—	來路燻豬肉
" Ame. Sugar cured	"	320	—	花旗燻豬肉
" Foochow,	"	—	—	福州燻豬肉
" Japan, cured	"	—	—	日本鹽豬肉
Beef sirloin & prime cut.	catty	140	—	尾龍扒
" Corned,	catty	140	—	鹹牛肉
" Roast,	"	140	—	燒牛肉
" Soup,	"	100	—	湯肉
" Steak,	"	140	—	牛肉起
Bullock's Brains,	per set	60	50	牛腦
" Tongue fresh,	each	350	—	牛牌
" " corned	"	350	—	鹹牛利
" Head,	"	500	—	牛頭
" Heart,	"	150	—	牛心
" Hump, Salt	catty	140	—	牛肩
" Feet,	each	60	50	牛脚
" Kidneys,	"	50	—	牛腰
" Tail,	"	100	—	牛尾
" Liver,	catty	70	—	牛肝
" Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭脚
Hams, American,	lb.	320	—	花旗火腿
" Chinese,	"	280	—	金華火腿
" English, New,	"	400	—	來路火腿
" Japan cured,	"	250	—	日本火腿
" Shanghai,	"	250	—	上海火腿
Mutton Chop,	"	150	—	羊牌骨
" Leg,	"	150	—	羊脾
" Shoulder,	"	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪腸
" Feet,	"	110	—	猪脚
" Fry,	"	160	—	猪雜
" Head,	each	500	450	猪頭
" Heart,	"	50	40	猪心
" Kidneys,	pair	90	—	猪腰
" Liver,	lb.	140	—	猪肝
Pork, Chop,	catty	190	—	猪排骨
" Corned,	"	—	—	鹹猪肉
" Leg,	"	190	—	猪脾
" Fat or Lard,	"	130	—	猪油
Sheeps' Head and Feet,	set	350	—	羊頭脚
" Heart,	each	50	40	羊心
" Kidneys,	"	70	—	羊腰
" Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet Beef,	lb.	110	—	生牛油
" Mutton,	"	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	220	—	鷄仔
Capons,	"	350	—	鹹鷄
Ducks,	"	170	—	鴨
Doves,	each	—	—	鴿
Eggs, Hen	doz.	120	—	鷄蛋
" Duck	"	110	—	鴨蛋
Fowls,	catty	200	—	鷄
Geese,	"	210	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	"	—	—	麝香
Partridges,	"	—	—	鷓鴣
Pigeons,	"	200	—	白鴿
Pheasant,	brace	—	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail	each	—	—	鶉
Snipe,	"	250	—	沙鷄
Turkeys, Cock,	catty	650	—	火鷄公
" Hen,	"	400	—	火鷄嫲
Teal,	each	—	—	水鴨
Wild Ducks,	pair	—	—	上海水鴨
Fish.				海鮮
Barbel,	catty	250	—	加魚
Bream,	"	—	—	鯽魚
Bombay Ducks,	100 pieces	—	—	
C'ton Fresh Water Fish,	catty	—	—	海鮮魚
Carp,	"	110	—	鯉魚
Catfish,	"	—	—	赤魚
Codfish, Salt,	"	—	—	鹹鮫角
Crabs,	"	150	—	蟹
Cuttle Fish,	"	100	—	墨魚
Dab,	"	130	—	沙孟魚
Dace,	"	90	—	黃尾鯽
Dog Fish,	"	—	—	跌倒沙
Eels, Congor,	"	—	—	海鰻
" Fresh water,	"	250	—	淡水鰻
Eels, Yellow,	"	160	—	黃鱔
File Fish,	"	—	—	剝皮洋
Frogs,	"	200	—	田鷄
Fresh Fish,	"	110	—	鮮魚
Garoupa,	"	350	—	石斑
Gudgeon,	"	90	—	白鮀魚
Gurnard,	"	140	—	紅角
Herrings,	"	140	—	鰛白
" smoked	box	—	—	燻黃魚
Halibut,	catty	120	—	比目甲
Labrus,	"	140	—	賓花魚
Loach,	"	200	—	烏鮀
Lobsters,	"	300	—	龍蝦
Mackerel,	"	—	—	鯖魚
Monk Fish,	"	—	—	七鰓
Mullet,	"	150	—	鯔魚
Oysters,	"	—	—	生蠔
Parrotfish,	"	200	—	鸚哥魚
Perch,	"	160	—	鱸
Pike,	catty	—	—	花鹵魚
Plaice,	"	—	—	斑魚
Pomfret, White	"	300	—	白鯧
Pomfret, Black	"	180	—	黑鯧
Prawns,	"	250	—	明蝦
Ray,	"	50	—	琵琶沙
Rock Fish,	"	100	—	石狗公
Roach,	"	—	—	鯇魚
Salmon, (Canton),	"	300	—	馬友魚
Shark,	"	50	—	鯊魚
Salt Fish,	"	110	—	鹹魚
Skate,	"	50	—	鰩魚
Shrimps,	"	150	—	蝦
Snapper,	"	300	—	立魚
Soles,	"	250	—	龍沙魚
Tench,	"	—	—	鯽魚
Turbot,	"	100	—	左口魚
Turtles, small, fresh water,	"	250	—	水魚
Whiting,	catty	—	—	黃魚
White Bait,	"	—	—	銀魚仔
Fruits.				果子
Apples, (California),	catty	200	—	金山平菓
" (Tientsin),	"	100	—	天津平菓
" (Japan),	"	—	—	日本平菓
Bananas, fragrant,	"	30	—	香蕉香蕉
" (brides),	"	30	—	山香蕉
Chestnuts, Chinese,	"	—	—	栗菓
Carambola,	"	80	—	楊桃
Cocoanuts,	each	50	—	椰子
Ground Nuts,	catty	100	—	花生
Grapes,	"	—	—	鮮提子
Lemons, China,	"	80	—	檸檬
" Peel,	"	—	—	桔餅
Lichees, Dried,	"	200	—	荔枝乾
" Fresh,	"	—	—	荔枝
Limes,	"	—	—	檸檬
Mango, (Saigon),	each	—	—	安南芒菓
" (Manila),	"	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	250	—	新會甜橙
" Green,	"	50	—	青橙
" Red,	"	—	—	紅桔
Olives,	"	100	—	白欖
Pine-apples,	each	50	—	本地菠蘿
Pears,	catty	80	—	沙梨
" (Tientsin),	"	400	—	天津雪梨
Pumelo,	each	—	—	碌柚
" (Siam),	catty	60	—	暹羅柚
Peach, (Sweet),	"	—	—	甜桃
Raisins, Muscatel,	"	—	—	珠提乾
" Pudding,	"	—	—	珠提
Water Chestnuts, com.	"	40	—	馬蹄
" Mandarin,	"	40	—	桂林馬蹄
Walnuts,	"	120	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	—	—	上海子薑竹
Bean, (French),	"	—	—	佛國西瀉豆
" Long,	"	50	—	豆角
Beet Root,	each	10	—	紅菜頭
Brinjals, Green,	catty	30	—	紅元瓜
" Red,	"	—	—	青茄
Brassica,	"	40	—	白菜
Bamboo Shoots,	"	60	—	竹筍
Cabbage, Chinese com.	"	30	—	芥菜
Cabbage, Shanghai,	each	130	—	椰菜
Cauliflower,	"	—	—	椰菜花
Carrots,	catty	90	—	金筍
Celery, Chinese,	"	120	—	唐芹菜
" English,	"	—	—	洋芹菜
Chilies Dried,	"	—	—	珠椒乾
" Red,	"	60	—	紅花椒
Curry Stuff, English,	"	40	—	加臘咖喱
Cucumbers,	"	40	—	青瓜
Bitter Squash,	"	30	—	苦瓜
Garlic,	"	40	—	蒜頭
Ginger, young,	"	60	—	新子薑
Horse Radish, S'hai,	"	120	—	刀根
Indian Corn,	"	—	—	粟米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生草菇
Onions, Bombay,	"	60	—	洋葱頭
" Green,	"	60	—	生葱
" Shanghai,	"	40	—	上海葱頭
" Japan,	"	40	—	日本葱頭
Okroes,	"	100	—	毛茄
Parsley, English,	bundle	10	—	洋芫荽
Potatoes, Sweet,	catty	20	—	番薯仔
" Shanghai,	"	20	—	上海薯仔
" Japan,	"	20	—	日本薯仔
" American,	"	—	—	花旗薯仔
" Foochow,	"	40	—	福州薯仔
" Macao,	"	—	—	澳門薯仔
Pumpkin,	"	20	—	金瓜
Purslane,	"	20	—	豬仔菜
Papaw,	"	25	20	木瓜
Radish,	dozen	—	—	紅蘿白仔
Rice, best quality, per picul,		$4.50		上白米
" Common "	"	$4.10		中白米
Shallots,	catty	80	—	藠頭
Spinage, (Chinese)	"	—	—	菠菜
Spinach,	"	—	—	黃菜
Snake Gourd,	each	40	—	蛇瓜
Tomatoes,	"	30	—	蕃茄
Taro,	"	20	10	芋頭
Turnips, Puntí, (Long),	each	40	—	蘿白
Vegetable Marrow,	catty	30	—	節瓜
" " (Long),	"	—	—	長節瓜
Water Cresses,	"	—	—	西洋菜

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